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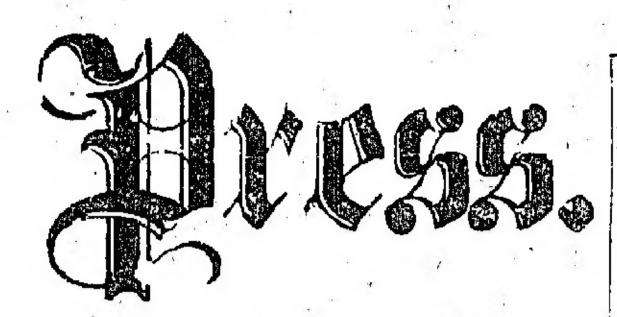
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Hongkong, June 27TR, 1907.

Those who have any knowledge of Mr. T R. JERNIGAN or of his writings do not need to be told that he is an American of considerable Chiun experience, whose views are always worth listening to. He has recently published in our Shanghai contemporary a long and interesting article on the trade relations of America and China. In it he contends that the Americans themselves are to blame for the weakening of those relations. Good products plentifully and quickly delivered, together with the Chinese recognition of the fact that America desired to annex none of China's territory, put American merchants in a strong position about the time that the Philippines were captured. The chief reason for the loss of their popularity was the mistake made with the Haukow-Canton railway concession. The re-selling of that concession at a profit, instead of completing the contract | Japan. to make the line, convinced the Chinese that the Americans were "nothing more than scalpers in the markets of China." When Professor Jenks was in China to reform the currency of the Empire, he said to Mr. JERNIGAN that the action of the American Company in connection with the Hankow-Canton railway transaction had been placed before him with an emphatic reminder of its turpitude by every Chinese official he had talked with 'Parliament.

and had clouded his mission with the ominous signs of failure. All the trouble since experienced in connection with that line was being charged against the American Company. The later boycott of American merchants and goods would not have been so widespread and intense, Mr. & CO. JERNIGAN says, but for that incident; and he considers " the harshness of the Customs. officials at San Francisco" would not have been sufficient as an excuse, without some " ulterior preceding cause." What he calls "the an Francisco incident" was "more of a pretext than a real cause." We will not detract from the importance of the railway incident. The Chinese certainly would not enjoy paying Americans a cumshaw like that. But if Mr. JERNIGAN would recognise that there was much more than one Sin Francisco "incident," he need not go further for ulterior preceding causes of displeasure. The ill-treatment of Chinese on the Californim coast was no new item of news to the Chinese. Such incidents have always been plemiful; they are going on still; and angels would not persuad the Asiatics that the Americans of that Ideality have ever been models of tolerance or courtesy. The boycott came, not with the first pretix', but with the first recognition (due to study in foreign methods and manners) that a weapon lay to their hands. At least they thought it did. The weakest people would be powerful if that weapon were always available, but it is a weapon that requires special ammunition -- powder of unanimity and shot of coherence. It was the failure of ammunition that caused the failure of the weapon, as we said it would at the time. As a loyal American, we can understand Mr. Jennioan's gradging admission that possibly some harshness may have been used," but it is now too late in the day to accept it as the whole truth. The general Taels 250 per share thus reducing the nominal body of Americans is suffering because of the virus in a limb; they are all having to pay for the determination of the Californians, just as the English may one day suffer inconvenience owing to Australia's

> Four more cases vesterday brought the plague total to date to 115. One of yesterday's cases was a Portuguese at Yaumati, who died,

local policy.

The following telegram was received from the Manila Observatory at 7.30 a.m., June 26th (by the American Consulate): "Typhoon now East of Balingtong Channel probably recurving."

A marriage arranged between the Rev. Allan Gunn, rector of Holy Trinity, Winchester, and Mrs. Jaques, of Bournemouth, widow of Mr. J. Jaques, of Shanghai, will take place quietly in July.

A project is on foot at St. Petershurg which will not be accepted agreeably by Japan. It is said that the Ministry of Justice is drawing up a project with a view to establishing a new convict district in the northern or Russian. portion of the island of Saghalien.

A native who stole 337 lbs of old iron at Kennedytown on Tuesday was caught in the act of burying his treasure in the sand. He night. The performance demonstrated that sentenced to three weeks' hard labou rand six | though the audience was not so numerous as it 'hours' stocks.

B. fore Mr. F. A. Hazeland at the Police Court yesterday two Chinese were fixed \$160 with the alternative of two months' imprisonment for infringing the exclusive rights of the Pestmaster-General by bringing letters into the Colony without the permission of the Postmaster.

Acting on the joint opinion of the Minister for Foreign Affairs and the Minister for the Colonies, the Cabinet Council Las decided to request the Chamber Committee on Foreign Relations to lay before the chamber as soon as possible the report on the France-Siamese Treaty so that the Treaty may be discussed without

The directors of the new Lond n Borneo Tobacco Company, after providing for the adverse balance of £3,012 brought forward, recommend a final dividend of 74 per cent. on the ordinary shares, making, with the interim dividend paid, 124 per cent. for the year ended December 31st lost. A balance of £2,105 will remain to be carried to the reserve fund.

continues. The "Gazette" last month contained the sunouncements that the King had given the famous Inspector-General of Chinese Customs permission to wear the insignia of the Grand Cordon of the Order of the Crown of Italy and the First Class of the Order of the Rising Sup, conferred on him by Italy and

There is a loud outery against the methods of absolutism which have been adopted by King Carlos of Portugal. His Majesty, who dissolved the Chamber of Deputies on May 11, has not fixed a date for a new general election. It is believed he intends to continue government without the aid of a Parliament Reuter's Madrid correspondent states that news has been received there from Lisbon that Senhor France, the Premier, is disposed to govern for years without the co-operation of

has instructed H. E. Wuang-Ta-hai, the Chinese Minister in London, to complain to the British Foreign Office that certain foreigners have made the Colony of Hongkong a recruiting ground to obtain Chinese Coolies to work on the Panama Canal excavations, and to request that the Hongkong Government be

instructed to put a stop to the practice. From the report of the Northern Assurance Company for 1906, sent to us by Messrs, Gibb. Livingston and Co., the local agents, we see the Fire Department of the Company lost £432,751 at San Francisco, (total losses-in 19 6 £1,101,133) and had a net loss on the year's transactions of £347,518. Premiums received amounted to £1,227,958. The Life Department funds gained £75,761. The Company had at the end of the year nearly seven rillions sterling acoumulated.

A Chinese boy who resides in Des Voeux Road had a pot bird which recaped from its cage, and flew on to the wall of a building in course of erection. To persuade it to come down the boy threw stones at it. While so engaged an Indian constable came along, arrested him, and charged him with throwing stones to the danger of the public. When the case came before Mr. F. A. Hazeland at the Magistracy yesterday, his Worship remarked that he thought it was the last thing the boy would have done if he wanted to recover his bird; but in the circum: stances the defendant would be discharged.

An extraordinary general meeting of the Hotel des Colonies Company, Ld., was held at Shanghai on June 20th to consider a special resolution to reduce the capital of the Company Mr. A. J. Hadley moved and Mr. F. W. Evnns seconded the following resolution:-That the Capital of the Company be reduced from Taels 225,000 (Shanghai Sycee) divided into 9,000 shares of Taels 25 each to Taels 112,500 (Shanghai Sycee) divided into 9,000 shares of Taols 12.50 each and that such reduction be effected by Cancelling capital which has been lost or is unrepresented by available assets to the exten of Tals 90,000 and by returning from out of the sinking fund to the holders of the 9,000 amount of all the shares from Taels 25 each to

Taels 12.50 each. The resolution was carried

In answer to Mr. Rees, Mr. Churchill said in the House of Commons last month, -An inquiry was some time ago addressed to his Majesty's Consul-General at Shaughai by dealers in Indian epium at the port as to what action his Majesty's Government proposed to take in regard to the anti-opium proposals of the Chinese Government. Last mouth a reply was sent through his Majesty's Minister at Peking that it was not possible at the present stage of the question to state the action which his Majesty's Government might eventually take on the proposals of the Chinese Government for restricting the imp ortation of foreign opium; but that the request of the dealers to be made acquainted at the earliest possible date with the measures decided upon would be borne. in mind. The memorialists were further informed that the summary of the Chinese Government's proposals, communicated to the Press from Peking, made it clear that a gradual restriction of the trade in the course of a term of years was contemplated.

THE BANDMANN COMPANY.

That old favourite, "Two Little V agabonds" was played by the Bandmann Company last appeared before Mr. F. A. Hazdand at the the company was as accomplished in the giving Police Court yest-rday, was found guilty, and of melodrams as in the lighter comedy, and might have been there was no lack of appreciation of the really artistic production. That dramatic situations were cleverly developed and in the hands of the principals could not have been improved upon, while the comedy business was entrusted to capable exponents.

CHINA AND FOREIGN POWERS

The Cologne Gazetta devoted much space on May 22nd to a long article describing the internal conditions in Chins. The journal | the ward room and officers cabin, arrives at the conclusion that the arrogant attitude of the Chines, Government towards all foreign Powers cannot be telerated much longer and that it may deprive the Chinese one day of their most powerful ally-dissension amongst the foreigners. It may come to pass that force of circumstances will once again compel the Powers to bury their differences and act in concert, to the detriment of China. It seems, indeed, that indications pointing to this end have already made their appearance in one

If, as reported, Jupan. for a consideration, of course-is willing to take over France's rights in the Far East, it seems to imply that even the champions of the "East Asia for the East Asiatics" cause have given up, for the present at The shower of honours on Sir Robert Hart least, all hope of educating China up to the point when she would make anally of any value. This being so, Pan-Asiatio rehomes, the Gazette thinks, seem to be indefinitely shelved, and remains to be seen what effect the new situation will have upon China.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. Empress of Japan arrived Vancouver at 6 p.m on Monday the 24th inst. The C.P.R. str. Empress of India arrived Nagasaki at la.m. on Wednesday 26th June, and left again at 9 a.m. same day for Shanghai where she is due to arrive at 11 s.m to-day.-The str. Satsuma sailed from New York on

20th May. The Boston s.s. Co. str. Shawmut sailed from Seattle on the 22ad inst. The A.L. str. E. F. Ferdinand left Shanghai for this port on the 25th inst., and is expected

here on the 28th inst. The Apear str. Catherine Apear from Calcutta left Singapore on 25th inst. afternoon, and may be expected here on or about the 30th inst, a.m.

A Peking dispatch states that the Waiwapu TELEGRAMS.

"DAILY PRESS" EXCLUSIVE SERVICE. THE FRANCO-JAPANESE AGREEMENT.

FRENCH AMBASSADOR HONOURED.

Takyo, June 26th. To-day H.I.M. the Emperor con-

ferred upon the French Ambassador the Grand Cordon of the Rising Sun and Paulownia.

The Tokyo business men are planning a great celebration to commemorate the signing of the agreement

[REUTER'S SERVICE.] THE AGITATION IN THE SOUTH

OF FRANCE. LONDON, June 24th.

M. Albert earnestly disclaims political motives and begs M. Clemenceau to show mercy and to release his colleagues, thereby restoring calm. M. Clemencoan firmly refused to accede to the request. M. Albert finally promised to return to the Sauth and to persuade his fellow citizous to return to the paths of loyalty. In the me in while his arrest is suspended though it is un prestood that he will eventually surrender. The

LATER.

The 17th Regiment at Beziers has been entrained under a strong ghard for another district. M. Clemenceau in reply to a deputation of Wine Growers said that all Manicipalities must resume their shares that have been issued a sum equal to | functions before the release of the pr. ison rs

crowds at Narhonne received this news

with cheers.

IRELAND.

LONDON, June 24th.

Mr. Redmond in unveiling a memorial to the Wexfordians killed in the battle of New Cross in 1798; said that the Wexfordians of to-day were as much rebels to the English rule as they were in 1798. It will be merely a question of expediency what weapons they will use to strike their hated

PRINCE FUSHIMPS RETURN

LONDON, June 24th. H.M.S. Monmouth has arrived at Victoria to convey Prince Fushimi to Yokohama.

KING'S NEW YACHT.

His Majesty's yacht: Alexandra was launched from the yard of Mesers. A. and J. Inglis, Glasgow, on May 30. The ceremony usual at the launch of his Majesty's ships was observed. Her Royal Highness Princess Louise, Duchess of Argyll, named the vessel. The new yacht, which is built of steel, is constructed on powerful lines, with graceful clipper bow, Her principal dimensions are: Displacement, 2,0 0 tons; Length over all, 300ft; Broadth, 40ft; Depth to upper deck, 23ft,

She will be rigged as a three masted schooner, and will have two funnels. She is built with a top gullant forecastle, and a bridge deck, 150ft long, extending to the sides of the ship and carried on stanchious from the main rail. The deck house thus formed contains the receptionrooms, dining room, and pantry. Abreast of the chart-house on this deck are two small teahouses, which have a clear view ahead and astern, as well as over each side.

The King's smoking-room is under the bridge where also necommodation is found in side houses for the commanding officer; surgeon, and the sick bay. Au elegant stairway gives access to the bridge promenade deck. On the main deck, abaft the curbine room, are the Royal apartments and rooms for the Scoretray, equerries and ladies in-waiting. cabin servants are berthed right aft on the main deck, the warrant officers abreast of the funuel batch, and the royal kitchen is immediately in front of the boiler space. Next come

The decorations of the principal cabins are by Messrs. Waring and Gillow. The wessel will be propelled by three sets of turbine engives of 4,500 horse power, supplied with steam by three Yarrow water tube boilers. It is expected that the yacht will have a speed of seventeen knots.

THE STANDARD OIL COMPANY

OFFICIAL REPORT.

Mr. H. K Smith, Commissioner of Corporations, has transmitted to the President his report on the position of the Standard Oil Company with regard to the petroleum industry, supplementing the report on the whole industry concerning which Mr. Roosevelt sent a message te Congress in May, 1906. The following is a summary of the covering letter sent by Mr. Smith with his report:

"The history and present operation of the Standard Oil Company's interests shows throughout the past five years a substantial monopolisation of the petroleum industry of the country, the deliberate destruction of competition, and the consequent control of that industry by less than a dozen men, who have reaped enormous profits therefrom. Standard Oil Company's commercial efficiency while of the greate-t, has been consistently directed, not at reducing prices to the pub ic and thus maintaining its predominant position through superior service, but rather at crippling existing rivals, and preventing the rise of others by veratious and oppressive attacks on them, and securing for itself the most unfair and wide-reaching discrimination in transport facilities and rates, both as regards railroads and pipelines, while standing in the way as far as possible of such facilities for all competitors."

SUPREME COURT.

Wednesday, June 26th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE). A BROKER'S COMMISSION.

The action in which Bernard Albert, estate agent, sued Lan Kam ching and Dang Yong Tang, of 25 Des Voeux Road Central, executors under the will of Dong Chee de ceased, for commission due on arranging a loau for defendants, again came before the Court. Mr. F. X. d'Almada e Castro appeared for the plaintiff and Mr. E. J. Grist appeared for the defendants. The priginal claim was for \$600 but Mr. D'Almada asked leave to amend the writ to

Mr. Grist said he consented to this. They had agreed to do so in order to avoid the trouble of adding a third party to the action. They had agreed that if his clients were liable they should only be liable for their proportion, \$150-They were agreed on the facts, the only point at issue being whether plaintiff was to receive commission in the event of the mortgage not going through. They asserted that he was to receive no commission unless the mo-tgage was completed.

His Honour-Somewhat nousual.

Mr. d'Almada - Very unusual.

His Honour-If the mortgage falls through the broker gets nothing. Mr. Grist-It fell through but not through

the fault of the broker. Plaintiff was called and detailed how he had been authorised to raise a loan of \$60,000. This he had arranged to procure from the Hongkong Fire Insurance Company. In the letter of authority, which defendants signed there was no such clau e that he was not to be entitled to commission until the transaction was completed.

not have undertaken the work. He had mislaid the letter. Another broker, Mr. A. A. M. da Silva, stated that he had received an order from 'defendants to raise a loan and when he went to have the order signed he was informed that the mortgage had already been closed. He had seen the docu. ment referred to and it contained no clause to

If they had imposed such a condition he would

unless the mortgage was completed. Lau Lam Ching, defendant, declared that such a clause was inserted in the document he had signed.

the effect that no commission was to be paid

His Honour, after hearing both solicitors, gave judgment for plain iff with costs.

D. WYNDHAM'S CASE.

The case was again called on in which the Indo-China Steam Navigation Co. sued Dr. Lancelet Wyndham to recover the sum of \$1,000 for breach of agreement.

Mr. C. F. Dixon (of Messrs, Hastings and Hastings) appeared for the plaintiffs, and Mr. O. D Thomson for the defendant.

had received a telegram from the defendant, practically all the milk used in the island. It saying that he would be here on Friday. The was discovered by the Commission that half of solicitor therefore asked for another adjourn-

Mr. Dixon objected: His Lordship said before he would not grant another adjournment. Mr. Thomson suggested that the defendant's evidence de hens case should be taken on Saturday.

Friday's list, and d fondant's evidence de bene esse could by taken on Saturday.

In Original Jurisdiction.

BEFORE SIR FRANCIS PIGGOTT (CHIEF Justice).

A DISPUTED MORTGAGE, The hearing of the application by Long Kee,

of the firm of Messrs. Fook Wo Chong, merchants, carrying on business at 36 Wing Lok Street, to set uside a deed of mortgage was resumed. The Hon. Mr. H. E. Pollock, K.C., and Mr. H. G. Calthrop (instructed by Mr. A. G. Jackson, of Mesers. Johnson, Stokes and Master appeared for the plaintiff, while the defendant, Ng Wai, merchant, was represented by Mr. M. W. Slade (instructed by Mr. G. K. Hall Brutton).

Plaintiff purchased certain leasehold proparties in Hongkong for \$11,000, and defendant claimed to be the mortgagee of these premises. Plaintiff denied having entered into such a

Mr. Slade having addressed the court, evidence for the defence was called.

TYPHOON BRAVERY

MORE MEDALS.

The following letter, addressed to both Mr. E. H. Grainger and Mr. A. M. Harvey of the Hongkong, Canton, and Macao Steamboat Company, Limited, tells its own story :-Colonial Secretary's Office,

Hongkong, 21st June, 1907. SIR,-I am directed to transmit to you the K.C.B. as Chief of the General Staff. accompanying Medal, which His Majesty the King has been graciously pleased to award to you for gallautry in saving life at sea in the typhoon of the 18th September last, together with a letter addressed to you by the President of the Board of Trade.

Government desires me to record the gratification with which he has learnt of this high recognition of your bravery.

I am, Sir, Your obedient servant, (8d.) A. M. THOMSON, Colonial Secretary MALTA FEVER.

A LESSON IN PREVENTIVE MEDICINE. Situated in the midst of the Mediterraneau. swept by all the winds of heaven, and enjoying brilliant sunshine for several months in the year, the island of Malta should be one of the healthiest of places. Its freedom from swamps or standing water of any kind protects the island from that scourge of worm climates -- malaria. For many years past, however, Malta has suffered from the prevalence of a serious local fever, of a most persistent character, which has been the bane of the island, and particularly of the garrison; for a large fraction of the naval and military forces have been constantly incapacitated by this disease. Every year some 650 sailors and soldiers have fallen victims to it, and, as each patient stays on an average 120 days in hospital, this gives a total of about 80,0 10 days of illness per unnum. Moreover, most of these men have to be sent to England to recover their health, and the consequent expense has involved a very

considerable loss in money to the Government. This fever appears to be widely distributed in the world, but is most familiar to us in its incidence around the coasts of the Mediterranean. On the island of Malta it has worked its worst ravages, and hence the name of Malta . fever, by which it is best known.

Now, however, all this has been changed by a simple application of the dissoveries of science, and widespread gratification will be given by the intelligence, furnished in recently published reports, that since June, 1906, when the new preventive measures were put into practice, Malta fever may be said to have practically disappeared from the garrison of the Island

What are these preventive measures, and how has this result been achieved?

T o serious ravages of Malta fever made it desirable that a searching investigation should be taken in band. In 1904, the Royal Society, at the request of the Admiralty, the War Office and the Colonial Office, undertook to investigate the causes of this fever, and sent out a small Commission to Malta for that purpose. This Commission, which consisted chiefly of Army and Naval medical officers has been at work for three years, under the supervision of a Committee of the Royal Society, and has only lately completed its labours. It is unnecessary to describe the details of the three years work; it is enough to say that every likely line of research was followed, in order to discover how man becomes infected by this disease. As long ago as 1887 an Army medical officer had discovered that Malta fever is caused by the entrance into the Body of a minute bioterium, which was named the Micrococcus melitensis. This microbe was studied from many points of view, but with no success until a discovery was made which cleared up the mystery. This was the remarkable fact that the goats in Malta are susceptible to this disease, and act, as it were, as reservoir of the virus. In truth, it is probable that Multa fever is primarily a disease of goats, and that man is infected from the goat, not the goat from man. The goat is very much in evidence in Malta, Mr. Thomson informed his Lordship that he, there being some 20,000 of them, which supply these animals are affected by Malta fever and that one tenth are constantly passing the Micrococcus melitensis in their milk. Notwithstanding that the goals show no outer signs of the disease, they continue, possibly for years, to secrete milk containing the poison.

It seemed evident then, that to banish Maita fever from our sailors and soldiers on the station. His Lordship decided to put the case in all that was required was to eliminare goats' milk from their dietary. This step was taken in June, 1906, with the striking result that the cases of fever fell to one tenth of what had been their normal number. There is, therefore, reasonable hope that this disease will now disappear from the garrison in Malta, and some 80,000 days of illness be blotted out from the yearly records of the Navy and Army.

If these good results are maintained this: investigation will stand out as one of the most notable examples of successful work in the prevention of disease, and will clearly show the economy of spending a few thousands on a thorough scientific investigation.

The research occupied some time, and from first to last employed some twelve men, but the outlay in time and money are as nothing to the result achieved.

GENERALS IN NEW COMMANDS.

The following announcement was issued from the War Office last month. His Majesty the King, on the recom-

mendation of the Secretary of State for War. has been pleased to approve of the following prospective appointments, which will take effect as the vacancies occur :--General the Hou. Sir N. G. Lyttelton, K.C.B., Chief of the General Staff, will succeed General the Right Hon. Lord Grenfell, G.C.B.,

G.C.M.G.; as General Officer Commanding the the Forces in Ireland. Lieut.-General C. W. H. Douglas, C.B., will receive an extension of one year in his appointment as Adjutant-General to the Forces.

General Sir W. G. Nicholson, K.C.B., Quartermaster-General to the Forces, will succeed General the Hon. Sir N. G. Lyttelton. General Lord Methuan, G.C.B., K.C.V.O. .M.G., General Officer Commanding-in-Chief the Eastern Command, will succeed Lieut. General Sir H. J. T. Hildyard, K.C.B., as General Officer Commanding-in-Chief in South

Lieut.-General Sir R. MacGregor Sewart K.C.B., will succeed General Sir G. Luck, His Excellency the Officer Administering the K.C.B., as Lieutenant of the Tower of London. Lieut.-General Sir L. J. Oliphant, K.C.V.O. C.B., will succeed Lieut.-General Sir H. M. L. Rundle, K.C.B., K.C.M.G., D.S O., as General Officer Commanding-in-Chief the Northern Command.

Lieut.-General Sir A. H. Paget, K.C.V.O., C.B., will succeed General Lord Methuen G.C.B., K.C.V.O., as General Officer Commanding-in-Chief the Eastern Command.

HAMBURG.

(FROM OUR CORRESPONDENT.)

SOCIALIST TYRANNY.

The tyronny exercised by the socialistic trade

unions over the members, their aggressive conduct towards non unionists and the predominance of vague international sentiments over the love of their own country, have produced a reaction against their practice amongst the German working classes. l'atriotic unions have been founded in many places whose aim it is to revive, and foster feeling of loyalty to Emperor and Country amongst their members, whilst carefully watching over their interests as working men. In order to strongther their position, to extend their influence, they decided some time ago to combine under the name of "Bond Vaterlandischer Arbeiter Vereine" [Federation of patriotic working men's Association]. A provisional committee was elected for the purpose of putting the scheme into a workable form and of framing a sat of rules. Having completed their labours, they convened a meeting of delegates of the different local associations to be held in Hamburg during the Whitsuntide holidays. At the first sitting on May 18th the chairman in his opening speech remarked that there were two classes of workers, those that worked chiefly with their hands and those that, worked with their brains and although it was the chject of their organization to safeguard and promote the interests of the former they must not forget that they owed much to the latter. In his opinion they would best serve the cause by working hand in hand with them, and it had been decided with a view to this that employers should be admitted as members, care to he taken however that the number of employees and their in fluence should preponderate, for they must rely upon themselves, upon their own strength and energy to develop and spread the movement. They were surrounded by enemies and on the eve of a serious contest. In the first place they would have to encounter the social democrats who so far had been content to ridicule their efforts but who would not shrink from the use of any means in their power as soon as they began to feel their growing influence amongst the working classes. They had other enemies too whom he would rather call opponents, this being a kindlier term for, to their surprise, they had met with disapproval on the part of many on whose support they had counted. They, like other trade unions, desired to improve the condition of the working classes, but they differed from them in this that they stood on national grounds and hoped to attain their object by peaceful measures, not from fear but because they entertained too leftly an opinion of their task to use any others. They could not tell whether the future would be bright or gloomy. They must therefore one and all firmly resolve to do their best in order that the edifice of which they were now laying the foundation stone might become one of the most glorious in the country. He throught that he could not give expression to those sentiments in a better manner than by calling for three cheers for His Majesty the Emperor. The call having been responded to with enthusiasm, he proceeded to say that 27 associations had already joined, comprising some 7000 members who were represented on the present occasion by seventy delegates; three more, and very strong ones, were only waiting for ratificat ion of the intended step by their general meetings, to notify their adhesion. In view of this he thought he might venture to say that the federation now numbered 10,000 members.

The first of their rules reads as follows :-The object of the Federation of patriotic working men is to unite all Germans irrespective of cree ds and political convictions, who are true to the Emperor and the Empire, and who are in recei pt of wages or salaries from private firms or com panies and to combat the misleading political and economic doctrines of the Social Democrats. They consider it their special duty to assist the working classes in their efforts to improve their position, but emphatically denounce class warfare and class hatred.

INJURIOUS STRIKES.

fifects of strikes. Employers and employed were natural allies and he earnestly desired to see that weapon excluded from their a reenal. He hoped that the Federation would adopt this view in their endeavours to further the welfare of the working classes by the extension of social and labour legislation and by the strengthening of true patriotism. They all wished to stop the spread of internation alism as preached by the Socialists and to arouse in the minds of their fellow workmen a sense of national ideals. This would of itself arrest the progress of Socialistic unions and tend to free the working classes from their tyranny. Subsequent speakers expressed their satisfaction at the definite constitution of the federation and hoped that by affording protection to all who now stood in terror of the socialistic org anizations, it might assist in withdrawing them from their influence. They were all agreed that the interests of capital and labour were not antagonistic and that employers and employed by working barmoniously together were furthering the welfare of both. The majority howsver thought that strikes as a last resource could not be dispensed with a ltogether.

At a second meeting of the delegates the rules were discussed and accepted; the question whether the right to strike should be eliminated from their programme again stood in the foreground of the debats, but as on the previous day the majority, whilst denouncing the frivolous use of strikes, was of opinion that as an ultima ratio it could not be given up entirely.

BUILDERS' STRIKE. In strong contrast with the peaceful policy advocated at these meetings stands the incessort agitation on the part of the socialist leaders. At their instigation the bricklayers and kee locomotives, over United States Steel Trust

carpenters in Berlin, who were receiving 6/9d for a nine hours day, demanded an increase of 12% in pay and a reduction of an hour in time; the masters offered a progressive rise during the next three years, but insisted on nine hours work, which the men refused and a strike appearing imminent, the employers at once proclaimed a general lockout in the building trade. Although the bricklayers and carpenters number but 50,000, about 100,000 men will be thrown out of work, such as mesons, joiners plumbers, bouse-painters, and others who are dependent upon them for employment.

MOBE TROUBLE AT HAMBURG. Here too fresh troubles have broken out. Last week the leaders of the Hamburg-Altona and without consulting the members, distributed handbills calling upon sailors, engineers and stokers to refuse to engage on board any foreign-going vessels belonging to the two ports and to cancel previous engagements. On Whit Monday they addressed a letter to the Shipowners' Association proposing a conference which the lutter declined on the plea that the chairman of the men's committee had as editor of the recognized organ of the union for several years past assailed them in his paper in most abusive and scurilous language. They however declared their willingness to meet any delegates elected by the men from amongst themselves dinner? as soon as they should be in possession of clearly formulated demands. The committee in their reply agreed to this, enclosing a "tariff", but as the terms employed left it doubtful, whether they themselves did not mean to form part of the delegation, the shipowners again refused, whereupon a strike was immediately proclaimed, which however is not to include men engaged in the river traffic. If persevered in, it will seriously affect the trade of the port which is only slowly getting into working order again after the recent disturbances. The frivolity of the proceedings is clearly proved by the explanation one of the leaders gave to the men at a public meeting. He said that their policy must be to harass the employers by continual strikes until they were ready to submit to their

The movement is extending to Bremen and other German ports and I hear that in Liver. pool too the sailors, engineers and trimmers have put forward fresh demands, threatening to lay down work unless they are granted. They count upon the support of the carters and other | precedented speed between London and Edinbodies employed in the port affected and urgently solicit the co operation of all trades in keeping away men willing to work.

SINGAPORE CRITICISM.

The annual report of the Registrar-General of Hongkong contains statistics regarding the emigrant traffic between Hongkong and other ports chiefly the Straits Settlements, for the report states that 96% of all the emigrants examined were coming here. The Assistant Registrar General conducts these examinations, and the fact that the report shows only 190 hours, during the year, to have been spent in conducting such examinations it must be assumed that the work was conducted somewhat superficially. Considerably less than one per cent, of those examined were detained for fur ther inquiries, though on the two occasions on which emigrant tships had been visited a number of cases of boys or men who were being taken abroad under false pretences was discovered. Judging from the report, the Hongkong authorities, in making these investigations, seek only to ascertain whether any of the emigrants are being led away against their will or under false impressions. The suitability of the emigrant from the standpoint of the employer of labour here dees not appear to be a subject with which the Registrar-General or his Assistant is at all concerned But legislation which has been enacted here within the past eighteen months has done more to protect the Colony in this respect than anything which could be expected from the Hongkong officials. When the steamship officials learned to understand that they were liable to be called upon for damages for the landing here of worthless characters, and in many instances were compelled to remove from the Colony, at their own expense, passengers who were refused a landing here, they began to be much more careful as to the class of passengers they brought than they had been in former days. Still there is room for improvement along this line, though the lesson is being learned from time to time. As regards The next speaker laid stress on the injurious | the emigration from Hongkong of coolies who are brought hither against their will, the Hongkong authorities need not give themselves much concern. The Chinaman who wishes himself back in "China is rara avis indeed. The trouble with our authorities is to get the undesirable immigrants away and keep them away. The immigration problem does not worry Singapore nearly as much as it used to. With the completion of he new Houses of Detention next year. Government will be in a position to deal satisfactorily with all undesirable aliens, and is already obtaining a much better grasp of the problem than it has ever had previously. We cannot commend too highly the policy of deportation of undesirable enforced by the Governor. Already, it has had a salutary effect among the troublesome classes, and the criminal staticties of the Colony are now more satisfactory

MANCHURIAN RAILWAY

reading .- Straits Times.

HUGE ORDER BY JAPAN.

It is announced by the New York World that the Japanese Government has placed 42,40,000 in orders for equipment for the South Manchurian Railway, which it is desired to rush forward at the utmost speed. The line, which traverses 1,500 miles of sparsely-settled territory, is to be completed in the next two years. which will be record breaking time. To ensure quick delivery Japan has bought 50,000 tons of rails at the Carnegie mills for \$28.50, considerably ab we the market price, and another order for 13,000 tons was placed at \$29. One firm has received an order for 1,000 goods trucks. The bodies of the cars will be built in Dalny Over £400,000 has been spent on American locomotives, of which 200 have been sold for the South Manchuria line. From Dalny to Mukden, says the World, jubilantly, the traveller will ride in American cars pulled by YanFUNNELS AND FLAGS.

BIR JOHN GLOVER'S SUCCESSOR. On the ground of advancing years, Sir John Glover has intimated to the Committee of Lloyd's Register of British and Foreign Shipping his intention to retire at the end of June from the position of chairman of that society. The Committee has unanimously elected Mr. James Dixon to succeed Sir John Glover, Mr. Dixon has for many years been member of the committee of the General Shipowners' Society, and has occupied the post of president of the Chamber of Shipping of the United Kingdom. TENNIS AT BEA.

Tennis has never yet been played at sea under comfortable conditions, even if it has ever been seriously attempted. But the new 29,000-ten boat which Messra. Harland and Wolff are seafaring men's union, without any provecation | building for the Hamburg-American Line will have a tennis-court, as well as a shooting-gallery, swimming-bath, and Turkish bath. This company has been particularly ingenuous in hitting | upon new devices for the entertainment of passengers, and, it is understood, has further novelties in view, Probably the tennis tourns. ment on an Atlantic liner is destined to become one of the most interesting recreative features of the voyage. It will assuredly overshadow deck quoits and other less exciting amusements: A billiard-room has always been a desideratum on board the modern liner, but hitherto no method has been discovered whereby the movements of the ship may be sufficiently neutralised. With the aid of gyroscopic apparatus, however, who knows but that "a hundred up" may not presently be possible on the broad Atlantic after

S COND-RATE TRAMPS. Herr Ballin, the managing director of the Hamburg-America Shipping Company, makes some sensutional statements on British shipping in an interview which he has granted to a special representative of the "Frankfurter Zeitung." He declares that the overwhelming superiority of the British over the German mercantile marine exists only on paper, and adds .- "The British ships consist for the most part of second-rate tramps, constructed of the cheapest material and steaming only at the slowest speed." Referring to the subvention of the Cunard Line, Herr Ballin states :-- "In my opinion, every highly developed country should be content with those lines of steamships for which there is a natural demand. "The British nation acted on his principle for many years, and achieved her greatest success. It is only a few years since England ahandoned her old-established methods, partly owing to fear of a gigantic shipping trust created by Americans. and partly owing to resentment at the progress made by the German mercantile marine in the Transatlantic shipping trade. The British Government would probably reject any proposal to sacrifice several millions sterling per annum to establish an express train service of unburgh. "Nevertheless, Great Britain considers it advisable to sacrifice many millions yearly in support of two ships in the service between Liverpool and New York, whose speed enables them to outstrip the liners of the Nordientsche Lloyd and the Hamburg-America by one knotper hour. "That appears to be foolish, and even not devoid of dauger, because experience shows that highly subventioned companies of all nations have never been able to earn profits.

THE HAMBURG-AMERICA LINE AND According to Renter's Berlin Correspondent, Herr Ballin, director of the Hamburg-America Company, denies the report that the company is about to institute a direct service between Liverpool and New York. He admits that his company has come to an arrangement with Messrs. MacIver, the shipowners, whereby the latter become the Company's general avents, but says that it is not intended by the Hamburg-America Line to establish direct steamship

Interviewed by a Liverpool representative regarding the original statement that a direct service of Hamburg-America steamers is to be established between Liverpool-and New York, and Herr Ballin's declaration that the company is not coming to the Morsey, one of the principals of the firm of Messrs. C. and D. MacIver, whom the original message credits with | day. having been appointed the permanent Liverpool agents of the German line, said he declined to enter into any newspaper controversy with Herr Ballin, whose published reply in the matter he described as v.ry diplomatic. "You may take it? said Mr. MacIvor, "that the and I do not care what view the Press may take of it. Why, it must be apparent to the 1contemplate some action in the direction stated." It is believed that the vessels, though largely belonging to the Hamburg-America Company, will sail in the name of C. and D. MacIver, and will fly the British flag, but Mr. MacIver on being interrogated as to whether this was not in reality a diplomatic move to obviate any possibility of British prejudice egainst German ships and German colours, contented himself with intimating that the near future would show definitely what has been

MEICHANT SHIPPING ACTS AMENDMENT

Lord Ampthill, in moving the second reading of this Bill, in the House of Lords on May remedy an emission from the existing law. not modify any existing principle. Its object like vessels the same protection as to limitation ! of liability as was now given to shipowners, The Merchant Shipping Acts differentiated, as he thought, unfairly between barges capable of being propelled by sails and those which had no sails. Sailing barges were already protected. but, those which had no sails, called dumb | will outsil an expenditure of 20,000,000 kronen barges, were not. But both classes of vessels did (over £833,000). the same work and were exposed to the same ricks. These dumb barges varied in size from 20 to 200 tons, while the average size of spiling barges using the Port of London was about 1(0) ton; so that, except in the matter of sails, the two classes of vessels were very much of the same order. The only reason for this differentiation appeared to be that when limitation of liability was given to shipowners there was no association in existance for the protection of bargeowners' interests A similar Bill was approved by a Se'ect Commitee of the House of Commons in 1892, and, if the Session of that year had been longer, he believed it would have passed into law.

Lord Muskerry pointe lou! that the difference between the two kinds of burges was that the sailing barge was under control and c rried a sufficient number of men, whereas a dumb barge might often be seen on the Thames with only one man on board who could not possibly control the vessel alone. He suggested that the applicable only to those barges which bad at 'no interference with crew space accommodation, Whiteney appeared for the appellants; Mr. tion, accomplish marvels. least two men on board.

Lord Inverciyde said that steamers, before they obtained this limitation of liability, bad to undergo a number of Board of Trade inspections and surveys as to manning, lead-line, and so on which barges had not to underge. Therefore, he did not think it was fair to put barges on the same footing as thips. He held that barges

which only navigated inland waters ought not to get this limitation, and those navigating estuaries ought only to have it when properly The Earl of Granard said that a certained

notified to the Board of Trade. Complaints were made that these dumb barges had increased so much in size that when, not being under proper control, they can into a vessel they did an incalculable amount of harm. Therefore, the question of limiting their liability was a very serious one and would have to be very carefully considered. He proposed that if the Bill was read a second time the whole matter should be referred to a Select Committee before the claus a were proceeded with.

Lord Ampthill having assented to the proposal of the noble earl, The Hill was read a second time and referred

to a Select Committee. TO FIGHT THE SHIPPING RING. In opposition to the powerful shipping ring which practically controls the trade between Great Britain and Australia, a new service modern cargo boats has just been established under the name of the Alliance Line. T promoters of the new venture are Messri Geliatly, Hankey, and Co., the head office being at Dock House, Billiter-street, London E.C., with branches at Glasgow, Liverpool, Manchester, Antworp, Hamburg, Marseilles, Jobdah, and Port Sudan. Monthly services are to

observed, both from London and Sydney. Considerable promises of support have already been made by firms, who are desirous of patronis ing a company free from the "ring" system of deferred rebates, etc., and in view of the very rapid progress which has lately been made in the export of Australian products, exceptionally

low quotations are being given. THE HALL DIAMOND JUBILEE. In very quiet fashion the Hamburg-American Company has just celebrated the sixtieth anniversary of its foundation. The Germans are naturally very proud of this enterprise, -for it is by far the biggest steamship company in the world. It owns no fewer than 361 vessels of which 159 are large ocean steamers, and the fleet totals 911,927 tons. Its services embrace practically the whole world, and now threaten to include Liverpool. The general impression is that all German steamship lines have been built up on subsidies. Whatever may have been the case in bygone years, the fact remains that the Hamburg-American Company now boasts that it does not receive a single penny in this form of Government aid. Indeed, Herr Ballin threw up an arrangement with the Norddeutscher Lloyd in respect of a particular service because it laid the company open to the charge of receiving Government money. Herr Ballin, writing off the whole amount paid or credited who enjoys the personal friendship of the as paid on each of the 753 shares of £1 each the most able as well as the most influential of

A SHIPBUILDING EXCIPITION IN 1908. Under the patronage of Prince Henry, the and by reducing each of the 9.3,925 shares of High Admiral of the German Navy, a ship- £10 each to a share of £7. The appellants were building exhibition is to be held at Berlin next | together holders of 44 founders' shares of the year. The German Emperor has shown his interest in the project by ordering that the great kilver models of ships given to him as presents on the celebration of his silver wedding by many scientific, commercial, and sporting societies shall be exhibited, to show the deve- The objects for which the company was lopment of the sailing-ship from the days of the Vikings down to the present time. The business of commercial trading and commission exhibition will be arranged by the Society of lagents and of bankers and financial agents in German Shipbuilding Yards, it will be held in the United Kingdom of Great Britain and Irethe Zoological Gardens, and will be open from land, China, Japan, Borneo, the Empire of April to October of next year. The models of India, the British Colonies, and other British to be a striking object-lesson for showing the dollars. The value of the dollar had for some ing industry has become, and how necessary a the year 1902 it reached its lowest point of 1s.

DUTCH AND GERMAN COMPETITION. directorate of the Royal Notherlands Steamship | Farwell was of opinion that he might fairly take Company stated at the general meeting of the | the value of the dollar at is. 8d, as likely to be shipping companies were strained. The meeting | such was not the true result of the evidence. our position in the matter is absolutely Nationale Stoombootmastachappy to the extent of the petition the company alleged that its

gulden (about £12,490). The total loss hitherto sustained thus amounts | bonds) amounted to \$4,452,958; less to 910,000 gulden (over £74,000). The South Habilities, 32,213,289-\$2,239,660; or at name of the Dutch-Lloyd.

The participation of the Netherlands Steamship Company in the Nationale Stoombootmaamalgamation of all the Dutch steamship fund, \$191,973; part of the profit reserve fund, Government has declared its readiness to support the Dutch-Lloyd, and has laid before Parliament a Bill for subsidizing this line, which plies upon an acute stage.

the next few years. These, together with wages.

delegates with regard to the British and German load-lines have already begun in Hamburg. The differences between the two load-lines have make an arrangement seem probable. MERCHANT SHIPPING (TONNAGE DEDUCTION

FOR PROPELLINA LOWER) BILL noble lord should accept, at another stage of the | deducting 60 per cent. for propelling power in | March 4 last, when judgment was reserved.

"TANSAN"

Beware of Bogus Imitations! The only genuine TANSAN bears the name of J. CLIFFORD WILKINSON on the labe

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amount of opposition to the Bill had been TANSAN mixed with Milk, Wines, Spirits, etc., neither impairs nor in any way salters, except to expand their respective natural flavors.

> PER CASE OF 48 HALF-BOTTLES CASE OF 100 QUARTER BOTTLES SOLE AGENTS-

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which was is ft entirely outside the scope of the Upjohn, K.C., and Mr. A. R. Kirby, for the Bill. After the Bill was introduced there was respondents. a good deal of feeling excited about its provisions, i The Lord Chancellor,-In this appeal your given for the law to come into operation.

to a Select Committee..

-LAW REPORT MAY 28.

HOUSE OF LORDS

(BEFORE THE LORD CHANCELLOR LORD MACNAGHTEN, LORD ROBERTSON. AND LORD ATKINSON.]

POOLS AND OTHERS P. THE NATIONAL HAN OF CHINA (LIMITED).

This was an appeal from an order of the Court of Appeal (Lords Justices Vaughan. Williams, Romer, and Stirling), dated April 6th, 1905, affirming the decision of Mr. Justice Farwell, dated March 3rd 1905, granting the prayer of the petition of the respondent company to obtain confirmation of special resolution of the respondent company reducing its capital from £1,000,000 divided into 750 shares of £7 Such reduction was to be effected by German Emperor, numbers his Mujesty among and cancelling those shares and by writing off #3 per share, part of the sum of £8 per share which had been paid or credited as paid on the 40,453 shares of £10 each which had been issued. company and opposed the petition. The company was incorporated in 1891 as a company limited by shares under the Companies Acts. 1862 to 1890, by the registration of a memorandum, accompanied by articles of association. established were to establish and carry on the

and had risen, the appellants stated, to is. light According to advices from Amsterdam, the On the hearing of the petition Mr. Justice shareholders that relatious with the German permanent, but the appellants contended that accurate. I know what the arrangements are of 250,000 gulden (over £20,600), and in the financial position at December 31, 1903, was as which have been entered into with Herr Ballin, Netherlands Lloyd to the extent of 150,000 follows:—The capital paid up was £324,374 The Netherlands South American Line has reserve fund accumulated out of not profits meanest intelligence that they would not again concluded its business year with a loss \$175,533; undivided profits, \$11,668-\$389;174; (about £21,000). Of this loss 41,000 gulden total, £356,805. The assets of the bank (about £3,300) are upon voyages of steamers. | (other than the Chinese Government gold-American line has been reconstructed under the exchange of 1s. 8d = £186,639; Chinese Government gold bonds, £27,300—£213,939; showing a loss of capital to the amount of £142.866. was proposed to write off this loss of £142,866 atschappy and in the Dutch-Lloyd forms a part | by appropriating the undivided profits at of the policy which aims at a complete December 31, 1903, \$21,668; capital reserve companies, and is directed against foreign and | 834,443-3246,084; or at the exchange of 1s. especially German competition. The Dutch | 8d =£20,757; by writing off the whole amount paid on the founders' shares, £750; and £3 per share of the amount paid up on each of the 40,453 issued ordinary shares, £121,359-28th, said the object of it was merely to between Holland and Argentina and Brazil. £122,109; total, £142,866. This would leave historical Lombard family, settled down eight The Bill is opposed by the Retterdam Chamber | the paid-up capital represented by 40,453 shares years ago in the ancient castle of his uncestor introduced no new principle of law and it did of Commerce, which is doubtless influenced by of £7 each, £5 paid, £202,265; and the reserve in Milan, having till then travelled abroad and the circumstance that the competing German fund would be reduced to \$140,090=£11,674. had frequent intercourse with the chief leaders was to extend to owners of lighters, barges, and lines call at Rotterdam. If the measure is It was alteged by the company that the retention of German Socialism, chiefly Herrn Bebel and passed the relations between the Dutch and the of a reserve fund of at least £11,674 was neces. von Wolmar, by whom he was converted to German steamship lines will doubtless enter sary to support the credit of the company as a Socialism. On his return to his castle the duke bank and to meet contingencies; but the appel. decided to put his new ideas into practice. H. The Austrian-Lloyd intends to place large lants did not admit that such retention was accordingly withdrew all his large estate surorders at home for shipbuilding material during necessary, and stated that in any case the rounding the mansion from its former tenants. founders' share capital could not be written off and completely gave it up for cultivation until the whole of the reserve fund had been ex- to 137 families of his peasante, who formed Negotiations between British and German duly passed and confirmed at extraordinary yearly was very small for such a vast general meetings held respectively on September estate. At first the experiment gave excellent 3. 1904, and September 24, 1904, this proposal results, and the economical condition of the been reduced to such small proportions as to same effect at a separate meeting of the holders they grew lazy, and, neglecting agricultural of the ordinary shares held on September 3, 1904, work, began cutting down the woods, which No meeting of the holders of the founders' according to the agreement, were to be left On the order for the second reading of this article 17 of the articles of association. The to complete failure through the pernicious work Bill, Mr. Lloyd-George (Carnarvon District) reduction proposed to be effected did not of the Socialist leaders, who have induced the said this was a Bill which was agreed to by involve either the diminution of any liability peasants to claim ownership and refuse to work. almost all those specially interested in the in respect of unpaid capital or the payment to The duke is deeply affected, and acknowledges subject. It was compained by dockowners and any shareholder of any paid-up capital. The that his dream has vanished. He is persuaded pilots that in the matter of tonnage measure- appellants contended that the company had not that the peasants ignorance still makes collective ment the ingenuity of naval architects was lost capital to the amount stated, nor was vism impossible. The dake will apply to the exercised more and more so as to reduce net capital to that amount unrepresented by availativibunals to resume possession of his estates, tonnaga in such a way as to deprive deckowners; ble assets; if there had been such loss or lock- though he is hopeful that his Socialistic ideal and pilots of dues and charges which properly ing up of capital, it should not have been may triumph in the future. belonged to them. A general feeling having treated as permanent, that the rate of exchange been expressed that the subject ought to be was not fair or proper, and that for other doubt with by the Government, this Bill was reasons the orders below ought to be reversed.

the shipowners saying that it went too far and | Lordships are asked to refuse your sanction to the dockowners that it did not go far enough. a resolution for the reduction of its capital He accordingly invited the representatives of ; which has been passed by the National Bank all the parties interested to a conference, with of China. The appellants represent a very the result that an arrangement was arrived at small proportion of the holders of founders' which would give entisfection to everybody shares. But if this resolution is in fact aufair, probably except Mr. Beasley, of Penarth. The even a few opponents will provail. The only Bill as it stood did not represent the agreement, question is whether it is unfair, for the but the amendments the Government proposed contention that it contravenes a bargain to introduce would. He ought to state that contained in the Memorandum and Articles of instead of 60 per cent, it was agreed that 55 per Association cannot be made good; and it is no cent should be the basis, and seven years were part of the business of a Court of Justice to determine the wisdom of a course adopted by a The Bill was read a second time, and on the company in the management of its own affairs. motion of Mr. Lloyd-George it was then referred I can see nothing that ought to induce your Lordships to interfere with the conclusion arrived at by Mr. Justice Farwell and by Court of Appeal. And I am the more inclined to agree with them by the consideration that the appellants made no specific proposal in either of the Courts below, though they maintained here that the scheme for reduction might have been so modified as to preserve their interest without thwart ing the policy of the company. The conduct of an opposing minority is not without its significance in considering such questions as are now before the House. Nor is it an indifferent matter from the same point of view that the appellants deferred their appeal to this House to the very last day, while the resolution sanctioned by the court was in full operation, and shares presumably changing hands on the footing of its validity. Apart, however, from these letter considerations, I think this appeal should be dismissed. Lord Machaghten delivered judgment arriv

ing at the same conclusion, Lord Robertson and Lord Atkinson concurred, and the appeal was dismissed with costs.

600 YEARS' INTEREST.

PAYMENT OF £40,000,000 ASKED FOR

Reports recently revived that the representatives of the ancient Florentine family of Peruzzi intend pressing their claim upon the English Royal Family for the liquidation of immense loans made to the first three Kings Edward have led the "Corriere della Sora" to institute special inquiries in Florence.

The Marchest Vicenzo Peruzzi, the present head of the house, is now away in London for his marriage with Miss Betty Coz, the daughter of a deceased magistrate. The other members of the family profess to know nothing about the revived demand for restitution, but on learning vessels will be furnished by the three Imperial dependencies in the East, America, and the the particulars remarked that though accordshipbuilding yards, and by 31 private yards. Philippine Islands, and elsewhere, as might from ing to British law the recovery of both capital America Line to establish direct steamship and new There will be exhibited the fittings and general time to time be determined, and other ancillary and interest was now barred, yet debts of this arrangements of the great Atlantic liners, with objects contained in the memorandum of association and in the case of Royal Families remain debts mode's of docks, landingstages, and all the paration. The company's funds, with the exception of honour uncancelled by the lapse of ages. The passenger and cargo alike. This exhibition is bereioafter mentioned, were represented by severes the contract represent the real total advanced by the merchant brothers, Simon and Bindo Puruzzi, but Germans how great an industry the shipbuild- years previous to the year 1902 been falling. In includes interest calculated in respect of the 6 0 fodd years that have pass d since the first loan. strong German Navy is becoming from day to 63d., and at the date of first meeting for amounting to 60,000,000 first £2,400,000, advanconsidering the reduction it stood at 1s. 9fd., ced to Edward I, in 1300. One of the original bills of exchange is preserved in the British Museum. The researches of the "Corriere della Sera" have verified the insissima verbs of the boast made in the last century by the Italian patriot, Ubaldino Peruzzi, then Mayor of Florence, at a banquet he gave in honour of the then Lord statement which has been published as to gave its approval to participation in the nor in accordance with the fact. On the hearing Mayor of London during the latter's sejourn in Florence. "The ancient Florentine merchants, Peruzzi and Baldi, lent such a sum to English Sovereigns," exclaimed Signor Ubaldino the capital reserve fund was \$191,973 Perozzi, "as to-day, perhaps, no Crown. treasures themselves would suffice to pay. The Lord Mayor, struck by the allusion, sppoint agents in Liverpool if they did not | which this time amounts to 254,000 guiden or at the exchange of 1s. 8d.=£32,431— later signified to Signori Peruzzi and Baldi

that a concession could be granted them to ornament their family crest with the English Royal arms. Signor Buldi accepted the offer, as visitors to Florence may see by noting the family tree in the private chapel belonging to the Baldis in the Basilica of Santa Croce. The Peruzzis, however, declined the quasibribe, though the prestige of their house had sadly waned meauwails, owing to faithless

EXPERIMENT IN SOCIALISM.

Duke Pompeo Litta, the last member of an hausted. By a special resolution of the company an agricultural colony. The rent of £1.000 was accepted. A resolution was passed to the labourers improved greatly. Latterly, however, shares of the company was held pursuant to untouched. To day the experiment has come

The keystone of England, as well as of introduced, and it went on the principle of The arguments were heard on February 28 and France, is the middle class. The forces which come from the people and from the lower Bill, an amendment which would make the Bill fixing the net registered tennage. There was Mr. Eve. K.C., Mr. Jenkins, K.C., and Mr. middle class, together with determined ambi-

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STORIED GODOWN No. 127, Wanchai Road. Apply to-

REUTER, BROECKELMANN & CO. Prince's Building. Hongkeng, 27th June, 1907. FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamer

"CHINA," Captain E. Street, will leave for Shaughai TO.DAY, the 27th inst., at 10 A.M. For Freight or Passage, apply to E. A. HEWETT,

Superintendent. Hongkong, 26th June, 4907 NOTICE TO CONSIGNEES.

FITHE P. & O. S. N. Co.'s Steamer

"CHINA." FROM LONDON BOMBAY, COLOMBO AND STRAITS.

· Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-From London, &c., ex s.s. " Macedonia." From Persian Gulf, ex B. I. S. N. & B. & P. S. N. Co.'s Steamers. Optional goods will be landed here unless instructions are given to the contrary before

Goods not cleared by the 2nd July, at 4 P.M., will be subject to rent. No Fire Insurance will be affected by me in

any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after

left the Godowne. E. A. HEWETT, Superintendent. 🐇 Hongkong, 26th June, 1907.

AMERICAN AND ORIENTAL LINE. NOTICE TO CONSIGNEES.

> S.S. "TUDOR PRINCE," FROM NEW YORK,

MONSIGNEES of Cargo by the above-named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Codowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Jule, at 3 P.M. No o'sims will be admitted after the Goods have left the Godowns, and all Goods remaining

undelivered after the 2nd July, will be subject All Claims against the Steamer must be presented to the Undersigned on or before the 6th July, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigued by ARNHOLD KARBERG & CO.,

Agents. Hongkong, 26th June, 1907.

LOST.

N June 18th, off Lai-Chi-Kok, One WHITEHEAD TORPEDO. Coast Inspector's (ffice, The position of the Torpedo is marked by a small Red Buoy, midway between Chung Hue Rock and the Western Point of Stoneoutters' Island.

A reward of Fifty Dollars will be paid for its recovery. Apply to-

H.M.S. "TAMAR." Hongkong, 27th June, 1907. HONGRONG

AND SHANGHAI BANKING CORPORATION.

NOTICE. INCREASE OF CAPITAL.

CHAREHOLDERS are reminded that the on the NEW ISSUE OF SHARES will be in thick or foggy weather. payable on the lat July next. For THE HONGKONG AND SHANGHAL

BANKING CORPORATION, J. R. M. SMITH. Chief Manager.

Hongkong, 24th June, 1907

NAVY CONTRACT.

VELENDERS are invited for the SUPPLY of LABOUR and JUNKS in connection with the Coaling of H.M. Fleet, etc. at Hongkong for a Period of 12 Months from the Silver let August 1907.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M. NAVAL YARD, Hongkong, and should be RATES FOR SOVEREIGNS, GOLD returned not later than Noon on 18th July

A deposit of One hundred Dollars will be required from persons tendering. This will be returned in the event of non-acceptance of tender.

Hongkong, 24th June, 1907.

NOTICES OF FIRMS

NOTICE.

TROM the 1st day of July 1907, the Business and Responsibility of The KOWLOON HOTEL will be taken over by MR. OWEN ELIAS OWEN. All monies due to the Hotel before the 1st July 1907 are payable to Mr. J. W. OSBORNE alone, J. W. OSBORNE. Hongkong, 20th June, 1907.

NOTICE.

THE Interest and Responsibility of EDWARD CONSTANT RAY in the business carried on by him as a Ship and General Broker under the style of "E. C. RAY" consed on the 28th February, 19.7. The business of a SHIP and GENERAL BROKER carried on by me under the said style of "E. C. RAY" since the 28th February, 1907, will henceforth be carried on by me under my own name.

E. H. RAY. Hongkong, 25th June, 1907. NOTICE.

TATE BEG TO GIVE NOTICE that we have taken over the Assets and Liabilities of the EAST ASIATIC TRADING COOMPANY. The business will be carried on under the name and style of SCHULDT & Co. at Hongkong.

SCHULDT & CO. No. 2, Connaught Road, Hongkong, 25th June, 1907

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED. TROM This Date until further notice MR. PERCY TESTER has been ap-

pointed ACTING BRANCH MANAGER and UNDERWRITER of the above Company for Hongkong and South China. W. H. TRENCHARD DAVIS. B anch Manager and Underwriter.

Hongkong, 26th June, 19e7.

INTIMATIONS

THE EASTERN EXTENSION. AUSTRALASIA AND CHINA TELEGRAPH CO., LTD.

DEFERRING to the NOTICE of 21st March last, Senders of Telegrams are hereby advised that, from the 1st July next, charges for Telegrams will (subject to revision after three months) be collected at the rate of THIRTY-EIGHT CENTS to equal ONE FRANC.

J. M. BECK. Superintendent. Hongkong, 20th June, 1907. THE GREAT NORTHERN TELEGRAPH

COMPANY, LIMITED. HONGKONG STATION.

IDEFERRING to the NOTICE of 20th Decumber, 1902 and subsequent Notices, Sonders of Telegrams are hereby advised that which date they cannot be recognised. No from 1st July next the currency equivalent of Claims will be admitted after the Goods have the Franc will, subject to revision after three months, be fixed at Dollars \$0.38, at which rate the charge for all Telegrams will be collected from the said date.

OLAF NIELSEN. Superintendent. Hongkong, 20th June, 1907.

BRITISH STEAMER "NETHERTON DY ORDER OF THE UNDERWRITERS, the Undersigned are prepared to receive Tenders for the Purchase of the abo e Steamer as she now lies at Singapore in a Fire Damagedcon lition.

Tenders must be delivered not later than 10th July. GILMAN & Co.,

Lloyds Agents. Hongkong, 19th June, 1907. NOTICE TO MARINERS, No. 2 8 (Special).

CHINA SMA.

SHANGHAL DISTRICT.

SOUTH CHANNEL - ENTRANCE TO THE YANGTZE.

KIUTOAN GAS LIGHT-VESSEL. REPLACED IN POSITION.

EFERRING to Notice to Mariners No. 296 (Special). Notice is hereby given that the KRI TOAN GAS LIGHT-VESSEL, having been REPAIRED, has been Replaced in Position.

T. J. ELDRIDGE. Acting Coast Inspector. Shanghai, 17th June, 1907. NOTICE TO MARINERS,

No. 299 (Special). CHINA ERA.

SHANGHAI-NINGPO DISTRICTS.

LOCATION OF TONGTING ISLAND FOG SIGNAL.

AVING reference to Notice to Mariners No. 283 (Special). NOTICE IS HEREBY GIVEN that, because most large vessels that pass Tongring Island keep to the eastward of it, the Fog Horn has been placed on the East side of the Island. All' vessels are therefore recommended to pass to the eastward of Tongring Island

T. J. ELDRIDGE, Acting Coast Inspector, Coast Inspector's Office, Shanghai, 18th June, 1907. ON SALE.

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REUTER, BROCKELMANN & CO. Hongkong, 21st April, 1897.

THE GLOBUS INSURANCE COMPANY

OF HAMBURG. THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE

at Current Rates. CARLOWITZ & Co. Hongkong, 13th August 1906.

RYORTH BRITISH AND MERCAN TILE INSURANCE COMPANY. TOTAL FUNDS AT 31ST DROBMBER, 1905 217,837,119.

AUTHORISED CAPITAL ... \$3,000,000 SUBSUBLEED CAPITAL ... 2,750,000 PAID-UP CAPITAL 687,500 0 0 II. FIRE FUNDS 3,386,720 19 8

The Undersigned, AGENTS for the above Hong names 行洋亨元 町公士刺些 Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO.,

Hengkong, 27th April, 1907. THE NETHERLANDS LLOYD OF AMSTERDAM & BATAVIA. (FIRE AND MARINE INSURANCE COMPANY.)

FITHE Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS, at Current Bates. LUTGENS, EINSTMANN & Co., Hongkong, 1st January, 1907.

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Hongkong. 21st September, 1903 ON SALE.

TOOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December With INDEX. Price 87.50. On sale at the "Hongkong Daily Press"

Hongkong, 27th February 1907

COLD STORAGE. THE HONGKUNG ICE COMPANY, LTD.,

have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods. WM. PARLANE, Manager. Hongkong, 18th November, 1901.

CHILDREN OF FAR CATHAY. A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST, By CHAS. J. HALC JMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.).

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir Robert HART, G.C M.G. and Dr. A. RENNIE.

Its description of Chinese Social Custom and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold,

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TO-NIGHT (THUR-DAY), June 27: "LADY WINDERMERE'S FAN,"

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Doors open 8.30; Commence 9 P.M. Plin now open at S MOUTRIE & Co. Hougkong, 13th June, 1907.

AUCTION

PUBLIC AUCTION.

WIHE Undersigned has received instructions from the Executor of the Estate of the late Mr. WET ON to Sell by Public Auction.

SATURDAY, the 29th June, 1907, MONDAY, the lat July, 1907

TUESDAY, the 2nd July, 1907.

Commencing each day at 230 P.M. At No. 57, Caine Road, THE WHOLE OF THE VALUABLE HOUSEHOLD

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ING CORPORATION RESERVE FUND-

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3 do. 31% do. J. L. VAN HOUTEN Agent, Hongkong, 8th June, 1907.

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Manager. Hongkong 7th January 1907.

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Hongkong-Interest Allowed. On Current Account at the rate of 2 per cent per annum on the daily balance.

TAKEO TAKAMICHI,

Manager. Hongkong, 6th April, 1907.

MERCHANTS AND SHIPOWNERS.

MOVEMENT TOWARDS CO-OPERATION.

Sir Joseph Ward, the Premier of New Zealand, made some remarks in the Manchester Town-hall, at the beginning of this month, which expressed very aptly what has been in the minds of a keenwitted section of British merchants and shipowners for some time past The advice was, in effect, that in order to meet the very enterprising competition of our foreign trade rivals there should be active co-operation between the great shipowners and merchants of this country. Certainly it should not be left to foreign merchants and manufacturers along to realize that the flag which shows the nationality of the ship indicates as well in a large degree the nationality of both shippers and shipments. Any one familiar with our moreantile marine knows the persistence with which foreign shipowners have fought the way into services in which one would have thought they had very little claim to appear at all, and merchants know only too well the disturbances which have been caused in the freight market while the fights were in progress. Objectionable as all these commotions are to the merchants, however, British shipowners have no quarrel with enterprising foreign competition so long as the competition is of such a kind as they can mee' themselves in open fight; what they do object to are systems such as the State-aided Through Railway and Shipping Rates operating in Germany (explained fully in these columns on March 18), which Brilish shipowners find place them at such a serious disadvantage in international trade. Shipping freight wars from one cause or another, have been numerous, and if morehants of this country nave often found themselves in the position of pawns in a game played by conflicting ship ping interests, it is to some extent their own fault for not reslizing their strength and banding themselves together to make their influence felt upon the carriers of their cargo. THE ORIGIN OF MERCHANT ASSOCIATION.

Though the movement in favour of strong merchant associations has undoubte lly received snoonragement from the recent remarks of the New Zealand Premier, there is nothing now in the idea. It goes back to 1888, if not further, when a meeting of South African merchants was convened at the Cunnon-street Hotel by Sir Donald Currie as a result of a wish expressed by the Cape Town Chamber of Commerce. That meeting resolved to appoint a committee of 12 to confer with the shipowners; but nothing further came of the resolution. Another meeting of South African merchants and others interested in the trade was held in 1892, which Sir Donald Currie was unanimously voted to the chair, and as a result of the meeting a committee of merchants was brought into existence which soon proceeded to show that it was no dummy affair. In passing, it may be useful to note a satisfactory point which the shipowners gained by a discussi m of views with the morchants. The very first resolution which the Merchants' Committee passed was to the eff of that, having regard to the rates of freight in the Australasian and other trades then obtaining, the rates of steam freight with South Africa were greater than the then situation warranted. This, as was pointed out to the merchants, was hardly likely to be regarded by the shipowners as a favourable opening to the negotiations, and | regard them in a very sympathetic light. The memorandum setting out the final results of the

and ship where ran thus:-

this advantage—that either side can approach side. Times. the other for mutual discussion whenever the circumstances of the case render it necessary or desirable." With regard to the agreement in its present form, it is interesting to note that it is not improbable important developments may occur in the course of a day or two.

THE AUSTRALASIAN TRADE Some very valuable evidence was given last month before the Royal Commission on Shipping Rings by Mr. E. B. Tredwen, senior partner of the firm of Gilbert J. McCaul and Co., and chairman of the Australasian Merchants' Association since its inception. The history of the formation of this association is instructive and is well wor'h recounting here. In 1902 the merchants in the Australasian trade received a new form of bill of lading containing several new clauses to which certain of the merchants took exception. Accordingly, six or seven of the individual firms met the shipowners of the trade in conference, and the shipowners admitted that to some extent the merchants had made out a fair case for some of the alterations asked, but they told the merchants that they were merely individual firms, and not represents ive of the trade, and that if their requests were granted, possibly next week some other firm or group of merchants might come with some other plea and there would be no finality. Mr. Tredwen replied that if the requests were refused because he and his friends had no mandate from the trade, a mandate should be obtained. A meeting of merchants ongaged in the trade was called by advertisement, and as a result the association was formed and with the mandate the merchants were able to secure a considerable modification of clauses which the shipowners wished to include in the bill of lading.

CONSTITUTION OF THE AUSTRALASIAN ASSOCIATION. Unlike the South African Merchants' Committee, the Australasian Association is duly incorporated and is prepared to fight bodies, such as railway companies, lightermen, and shipownors with which its individual members may be in dispute. Its membership numbers at present about 25 of the leading Australasian merchants and Mr. Tredwen, pressed before the Royal Commission now sitting to say what proportion of the trade with this country the membership represented estimated it possibly at one-half. The subscription has recently been put at only one guinea, though originally it was essential for intending members to subscribe for £100 worth of shares, £10 paid up and an annual subscription of £1 ls. The lowering of the subscription will, it is thought, add largely to the roll of membership.

BENEFITS DEBIVED FROM ASSOCIATION. As an example of the influence which may be exerted in the interests of British trade by a strong association of merchants, it may be interesting to recall what happened two years ago when a freight war in the New York-Australasian trade was being fought. It will be remembered that the White Star Line joined

in the fray and proceeded to carry cargo from New York to Liverpool, transship it there, and send it on to Australia at a through rate of 15s. to 20s. a ton. In other words, as was pointed out in these columns at the time, the company brought cargo across the Atlantic for nothing at all, and then carried it on Australia at a lower rate even than it charged for British morehandise shipped in the same ship to the same ports. The merchants forming the association realized their strength and resolved to do without the services of the White Star Line, as far as possible, in the carrying trade from this country to Australia. A general meeting of the merchants in the trade was also called; and it was pointed out to them what pressure it was thought proper to exercise on the lines which were obviously working in the American interests. The difficulty is now in course of settlement, and already the rate of freight on close weight of all descriptions of goods from Ameria to Australia is assimilated

with that from the United King lom. Again, within the last few weeks there has been an attempt by two German lines to claim a rather handsome share in the New York-Australasian trade, and cards have been issued aunouncing the suling of German steamers in conjunction with the Tyzer Line. At present, though the first German steamer in the " United Tyzir Line" was advertised to sail so long ago as April 20, no sailing, have taken place, and consequently no reduction of freight rates has been brought about. But were this to occur there is no doubt that it would be just such a case in which the Merchants' Association would make its influence felt. The fact of its existence makes reasonable discussion between the merchants and enterprising shipowners essible, and a determination to pass over the ships of an owner who allied himself with foreign lines to the disadvantage of British owners and British merchants would only be a last resource. The effort of the German lines is somewhat analogous to the recent attempt, sucressfully withstood, of the Haust Line to squeeze the P. and O. Company in the Antwerp-Indian

In the Australasian trade there is a commission or rebate payable to merchants confining their shipments to the Conference lines, but there is no agreement between the two parties as to the working of the services such as exists in the South African trade. It will no doubt be practicable for the Merchants' Association to ungotiate for a compact satting out clearly certain of the agreements regulating the trude,

which at present are only tacitly understood. It should be remembered that marchants are very shy of violent rejuctions of freight rates even in the home trade. In the first: place, these often cause large depreciation in the value of stocks; and, in the second place, they know, as basiness men, that as soon as the line which is forcing its way into a trade has secured its footing, the Shipping Conference will raise its rates, and to such an extent as will covar its losses during the period of reduction. Thus, the merchants pay in the long run the same amount of freight money, and individual firms may lose large sums through depreciation of stocks and the impossibility of knowing mouths ahe d what freights will be when quoting c.i.f. prices.

A favourable augury for the development of

merchant association is that many shipowners it is significant that the first clauses of the trouble which is saved by discussion with representive men is very great, for in the shipmeetings of the joint committee of merchants ping trad andless matters continually come up for adjustment. One point deserves atten-Important reasons having been adduced why ton. Witnesses before the Royal Commission it may be reasonable for the rates of freight to have been asked if they thought it be increased, it is agreed that the shipowners | practicable to form merchant associations in shall judge when such increase shall take place, trades other than those touched upon in this artiit being understood that the rates of freight are cle, and they have expressed opinions that it would not to be increased (a) until after reasonable be impossible, owing to the jealousies and conflicnotice has been given; (b) beyond certain limits inginterests of the merchants. Yet the se difficult ties are by no mans proving insurmountable So much for what the shipowners gained by in the South African and Australasian trales. an open discussion of views. Important concest where, as may be imagined, the rivalry is just sions, such as an assurance that no cargo should as keen as in any other in the world. If the be taken on ship's account, were secured by the Conference system among shipowners is to conmerchants, and the present system of "commistinue (and it exists at present in nearly all big sion" (or " rebate," as it has become more popu- shipping trades) the development of strong larly known) is an outcome of the shipowners merchant associations seems the natural sewith the Merchants' Committee. In 19 2 Mr. W. quence. The two parties have to a large extent Garland Soper, chairman of the Merchants' Com- common inte ests and common rivals, and in mittee, gave evidence that, on the whole, the combating foreign opponents their strength compact had worked fairly well, and "has in it | will be more than doubled if they fight side by

> How to BE BEAUTIFUL-Keep your complexion, Mrs. Ellen's Crême Charmante, Lait Charmant and Special Skin Tonic and Pondra Charmante will enable you to do it. Her Specialities for the Skin are the study of a lifetime, A. S. Watson & Co., Ltd., Sole Agents

MAIL TABLES FOR 1907.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails. Mounted on Card 30 Cents

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STORE, No. 36, Elgin Road & Mr. AH YAU'S FERRY WHARF STALL. Hongkong, 22nd December, 1903. De la companya de la

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TIO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable or above Purpose. EXTENSIVE WATER FRONT. DEEP WATER

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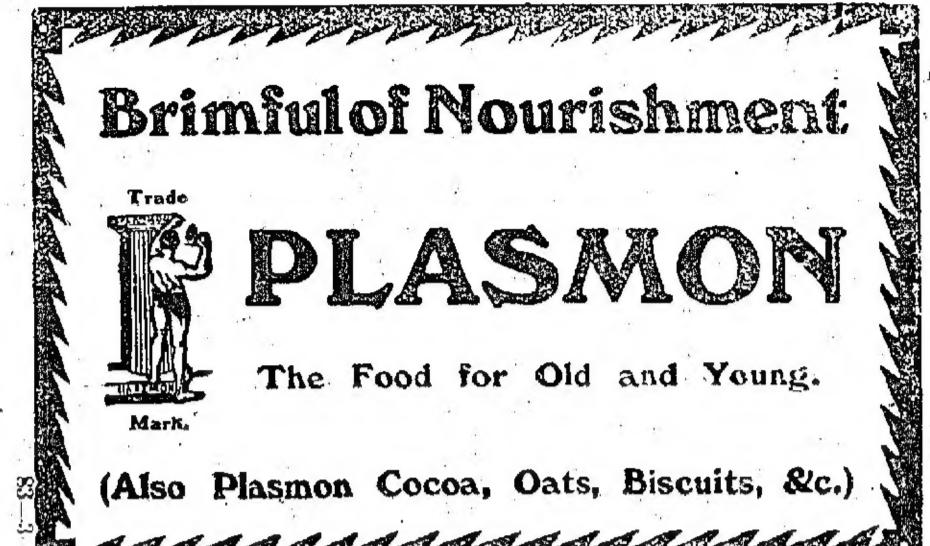
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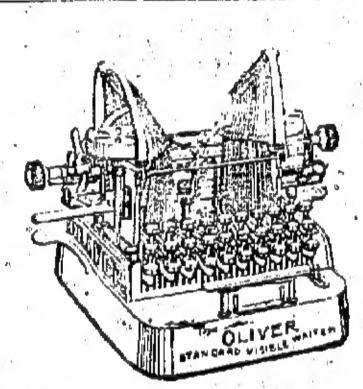
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so easily, so pleasantly, and so thoroughly. That is why it is in such constant demand all over the world. SOLD BY LOCAL CHEMISTS AND STORES.

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Market and the second of the s Gives Satisfaction

every year to more and more people who have tested its efficacy and who value the appearance and condition

of their Teeth. Made by P. C. Calvert & Co., Manchester, England,

65 - 2

SHIPPING.

ARRIVALS. CHINA, British str., 4,166, IE. Street, 26th June - Bombay 12th Jame, Mails and General-P. & O. S. N. Co. CHIYUIN, Chinese str., 26th June -Canton. GEBAN MARY, Japanese str., 1,852, Nagatsu, 26th June - Kutchinotzn 19th June, Gen-

eral-Mitsui Bussan Kaisha. GLENFALLOCK, British str., 1,435, Hainsworth, 26th June-Singapore 20th June, General -Chinese

Hongkong, French str., 739, T. Corlie, 26th June Haiphong and Hoihow 25th June, Rice, General & Pigs-A. R. Marty. KANJU MARU, Japanese str., LO19, K. Ha mote, 25th June-Singapore 19th Ju General -Fakusei & Co Kwandtan, Chinese str., 1,536, Wm. H, Lie

ABERDEEN DOCKS .- Fulusha Stary. LOWLOON DOCKS-Tjilatjap, Hupeh, Wingsang, Choising, Sumatra, Neit Meterd Pocahortos, H.M.S. Pomar, H.M.S. Sandpiper COSMOPOLITAN DOCKS. - Kuipan, Yuensung.

VESSELS ON THE BERTH

CHINA COMMERCIAL S.S. CO., LTD:

NOTICE.

FIHE Steamship "MARIE,"

Capt. G. C. Christiansen, will be despatched for SALINA CRUZ, MEXICO, VIA MOJI, Ports. JAPAN, TO-DAY, the 27th June, at 4 P.M. For Freight or Passage, apply to CHINA COMMERCIAL S.S. Co., Lyo., Hotel Mansion. Hongkong, 29th May, 1907.

FOR SHANGHAL YOKOBAMA, KOBE

AND MOJU

TIME Steamship

"GREGORY APCAR," Captain S. H. Belsen, will be despatched for the above Ports TOMORROW, the 28th inst. at Daylight.

This steamer has superior accommodation for passengers, is installed throughout with Electric Light, and carries a duly certified Doctor. For Freight or Passage, apply to DAVID SASSOON & Co., Late. Agents.

Hongkeng, 26th June, 1907. DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

," HAITAN," Captain J. S. Roich, will be despatched for the above Ports TO MORROW, the 28th inst. at Noon.

For Freight or Passage apply to DOUGLAS LAPRAIR & Co., General Managers. Hongkong, 25th June, 1907. COMPAGNIE DES MESSAGERIE.

MARITIMES. FRENCII MAIL STEAMERS

STEAM FOR SAIGO' SINGAPORE, BATAVIA. COLOMBO, AUSTRALIA ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX MEDITERRANEAN AND BLACK SEA PORTS.

FRIHE Steamship

"SYDNEY" Cantain Barillon, will be despatched for MARSEILLES, on TUESDAY, the 9th July, at 1 P.M. Passage tickets and through Bills of Lading issued for above ports and for Australia with

prompt transhipment at Calembo. Cargo also booked for principal places i Enrop4. Next sailings will be as follows: S.S. "ERNEST SIMONS" ... Sard July S.S. "TONKIN" ... 6th Aug. S.S. "FALAZIE" ... 20th Aug. S.S. "POLYNESIEN" ... 3rd Sept.

S.S. "TOURANE" ... If the Sept. S.S. "AUSTRALIEN" ... 1st Oct. G. DE CHAMPEAUX, Agent. Hongkong, 26th June, 196

Hongkong, 20th June, 1907.

To aspertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowleen "m." and those vessels berthed at the Kowleen Wharf "k.w.," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. . From Harbour Master's to Blake Pier, 3. From Blake Pier to Naval Yard, 4 From Naval Yard to East Point.

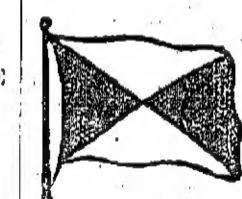
	Rice, General & Pigs-A. R. Marty.		1						
	KANJU MARU, Japanese str., L042, K. Hashi-			1		1			
	mote. 25th June-Singapore 19th Jane,	DESTINATION	VESSEL'S NAMES						
	General - Pakusei & Co		AROUGED NAMES	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO USE INTONOMORE	
	Kwangran, Chinese str., 1536, Wm. H. Lunt,			Y			1	TO HE DESPATCHED	
	25th Tone Chalester State J. France Co.	TO ALTO CALL A ADDITION OF					the same of the sa		,
	25th June-Shanghai 22nd June, General	LONDON & ANTWERP	SYRIA	Ruit at-		D C C		4	
	t Tarnese.	MARICE DILLUIS, No., VIA PORTS ON CALL	SYLVEY	Brit. str		D. C. Gregor, R.N.R.	P. N. O. S. N. Co.	About 17th July.	
	MERCEDES British transport, 3 000, McClrogor,		SYDNEY	Fron str.		ANGLAST PRATE PARTY PART	MESSAGERIES WAS PERSON	Charles to the first the first terms of the first t	
	25th June-Weihaiwei -Admiralty.	MARSEILLES, HAVRE, COPENHAGEN, &C.	DEVANHA	Brit. str		1 11, leicie, R. M. R.	P & O SI NI Co	1 Day South by the same	
50	Nissis Manu, Japanese str., 2,725, S. Nalsame,	DUNKIRE CAMPAGE & C. D.	CATHAY	Dan, str.	in the same of		MELCHERS & Co.		
	25th Jane-Snigen 22nd Jane, Rice Dod-	DUNKIRK COPENHAGEN, & ST. PETERSBURG	PETRONIA	Dan, str.		t.	Marchael & O.	Peg. of Aug.	1
	- Il s At the Transfer and a the Transfer	HAYRE & HAMBURG VIA STRAITS, &c.	SPI ZIA	Geriete	k.w.	Revente	MELCHERS & Co.	About 26th inst.	
	well & Co. Co.	HAVRE & HAMBURG VIA STUAITS, &c.	SAXONIA	Ger. str.	k. w.	Carlo	HAMBURG-AMERIKA LININ	On 23rd July,	
	Tubon Parson, Pritish str., 2,782, McDougall,	INACLES, HAVRE & HAMRIIRG	EHFS!A	Class of		Katha in the sales of the sales	HAMBURG-AMERIKA LINIR	On 20th August.	
	26th June-New York via Singapore 25th	I NAPLES. GENUA. GIRRALTAR SOUTHAR SOUTHER SOUTH	Danie	Ger. str.	k, w.	APLEASED THE STREET ASSESSED.	CLAMBURG. A MERTER TRAVER	On 12th July.	
	April, General-Arnhold, Karberg & Co.	NAPLES, HAVRE & HAMBURG	Roos	Ger. str 🦠	K. W.	U. Memers	ALELCHERS & CO.	On Oak Tall Any	
	Yourow, British str. 26th June Canton	NAPLES, PLYMOUTH, HAVRE & HAMBURG.	SCANDIA	Cer. str.	k. 17.	von Dobren	HAMBURG-AMERIKA LINIK	On 3rd July at Noon.	
	Control of the state of the sta	The property of the state of th	HABSBURG ,	Ger. str	-	Filler	LIAMEDRO-ZEMERIKA LINIK	On 7th August.	
	And the second of the second o	TRIESTE, &C., VIA SINGAPORE, &C.	B. F. FERDINANIS.	Aus. str.		Mutamial	HAMBURG-AMERIKA LINIE	On 4th Sept.	
	CLEARANCES.	NEW TOTAL	FRAEMAR	Brit, str	-	MARKOVICIE	SANDER, WIELER & Co.	On 1st July P.M.	
	At THE HARBOUR SLASTER'S OFFICE	VANCOUVER VIA SHANGHAI JAPAN, &c.	VARDALIC	Close of		** *** * *** * ***************	DODWELL & Co. Ln	On 2nd July, at Noon.	- 1
	26th Jane,	VANCOUVER VIA SHANGHAL JAPAN &C	Property of the Change	Ger. str		TO LESS THE WAY AND ADDRESS OF THE PARTY AND A	HAMBURG-AMERIKA LINER	On 20th July.	
	China, British str., for Shanglesi		EMPRES OF CHINA	Brit. str.	≟ m.	R. Archibald, R. N. B.	CANADIAN PACIFIC R. Co	On Ob Tal	- 1
	Lingu, British str., for Shanghai	A U/ 1 1 2 12 6 14 2 1 A / ED / 1 S / 6 / 102 4 / 102 5 10 7 A / 6 / 6 / 6 / 6 / 6 / 6 / 6 / 6 / 6 /	ATHENEAN	Brit. str	, מונ	Market Commence	CANADIAN PACIFIC R. Co	On 4th July, at 4 P.M.	-
	Therefore tradition has the state	CALLAO TOTALLITE CARAST POTENT	EHAWMUT	Am. str		E. V. Roberts	Demarks 1 Ada Tan	On 17th July at Noon	
	Danfa, British str., for Saigon.	CALLET AND TO TO TO THE OWNER OF THE PORTS, &c.	KATHERINE PARK	Brit. str		and the strengt has seen and the seen and th	DODWELL & Co., Ltd.	On 7th Aug.	i
	Periale, Dutch str., for Sumstru.	SALINA CRUZ, MEXICO, VIA MOJI, JAPAN		Ger. str.		C C Charles	Toyo Kisen Kaisha	End of July.	1
	Stentor, British str., for Swatow		ALDENBHAM	Dail at		C. C. Unrishmaen	CHINA COMMERCIAL 8.8. Co.	To day, at 4 P.M	
	Telemuchus, British str., for Saigon	LAUSTRALIAN PORTS VIA MANITA		Brit. str.		COUNTY IN PRINCIPLE OF THE PRINCIPLE OF	CHIBB. LAVINGSTAN & CA	On 29th inst. at Noon.	- 1
	Kictoria, Swedish str., for Saigon.	AUNTRALIAN PORTS VIA MANTLA	GAT A SEPTER 1	Brit. str	. 1	U. W. Elav	MUTTERINENTED IN D. STATE OF	On 10th July, at 4 p.st.	- 1
	eren e Maria de la companione de la comp		k i wa	Ger. str		O' AND DESCRIPTION OF THE PROPERTY OF THE PROP	MELCHES.U.E.o	On 18th July, at Noon.	Į
	DEPARTURES	YOKOHAMA AND KOBE	4.9	Ger. str	- !	Nauer	Миснева & Со.	To manually, at Moon,	Ī
	26th Jane.	MOLL	CHINGTO	Brit. str]	_	W. B. Brown	BUTTERFIELD & SWIRE	To-morrow.	
	A The same of the test of the test of the same	TSINGTAC, CHEFOO & NEWCHANG	CHINA MARC	Jap. etr		K. Hori	Minera Demand 25 and	On 11th July, at 4 P.M.	ï
	Cancon, British str., for Hongay.	STERRICITAL CHEROUS NEWCHANG		Brit. str	normal Control	Dowson	MITSUI BUSSAN KAISHA	On 29th instant Noon.	
	Pict, Norwegam str., for Canton.	23 1 1 1 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2		Brit, str		Dowson.	BUTTERFIELD & SWIRE	On 3rd July, 4 r.m.	
	HITACHI MARU, Jap. str., for Singapore	SHANGHAI			,	J. H. Brown	BUITERFIELD & SWIRE	To-day, at 4 P.M.	
	Huronow, British str., for Chelon.	O ANULIAL CRINGWANTAD YOROGARA & YOUR	(1)	Brit. str	- i	Er, Street	P. & O. S. N. Co.	To-day, at 10 A.M.	
	J. DIEDERICHERS, Girman Str., for Hothon.		12 constraint from	Dan. str. ,		***	MELCHERS & Co.	About 26th inst.	
	KWANGTAR, Chinese str., for Canton.		GEFGORY APCAR	Brit. str	<u> </u>	S. H. Belson	DAVID SASSOON & CO, LTD		-1
	SINGAN, British str., for Haiphong.	MINE A MICHIEL E. T. T. Chithen B. T. Chither B. T. Chither C. C. C. Chither C. C. C. Chither C. C. C. Chither C. C. C. C. Chither C.	AMERIA	Ger, str	_	***	HAMBURG-AMERIKA LINI LTD	To-morrow, at Daylight.	
	Branch Manual Land Control of the Co	- COLD A MINISTER A F - TAT A MI A MI A FEW - 1770 MAR - A	SCANDIA	Ger. str	F. W.	v. Döhran	HAMBURG-AMERIKA LINIE	On 7th July,	- [
	TATSC MARU, Japanese str., for Dalay	STANDING STANDONING TORING TORING		Ger. str	_	TO PANTON	MINDORG-JEMERIKA IJINIK	On 5th July,	* 1
	Windsand, British sir, for Moji.	NITANOMAL, MICH. A COR. A LOROBINA		Brit. str		C D Coldonial and	MELCHERS & Co.	About 3rd July.	
		THE PROPERTY OF THE PROPERTY O	TINGSANG	Brit. tr		C. D. Goldsmith, R.N.R.	P. & O. S. N. Co.	About 5th July,	- 1
	SHIPPING REPORTS	BEAMURAL VIA SWALUW		Maid win		io. ht. readious.	JARDINE, MATURSON & CO.	To-day, at 4 P.M.	- 1
	PATER TELEVISION TO A TO	T'A M QTIT was COURA PROTUCE B. A SIZEN		Brit. str		A. E. SHULIONON	JARDINE, MATHERON & Co.	To-morrow, at 4 P.M.	-1
	I tid Detried are a second a second refunds; in fortific b.		JOSHIN MARU	Japa str	,	THE PROPERTY OF THE PROPERTY O	USAKA SHOREN KATORA	On 30th inst. at 10 A.M.	
•	S. W. winds and heavy sens with much rain.	1) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	HAITAN	Brit. str	- 44,	O . AD. MARKED	UOUGIAS LAPRATE & Co	The manner of 37	
	The French str. Hongkony reports: Moderate	CUT A PROST OF DESCRIPTION A PRESIDENCE OF THE PROSPECTOR OF THE P	K UKIANG	Brit, str		H. A. Wavell	BUTTERFIELD & SWIRE	To-merrow, at Noon.	1
	Continuity to Windle and a continued of the	TOTAL OF THE OF A FIRM ISIN	Ausichow	Brit. str	-	G. Hooker	Rumpson at S. Contract	On 30th inst., at 9 A.M.	
		MOTHOW & HAPPING III III III III III III III III	Сиги	Brit. str.		Imbben	BUTTERFIELD & STVIRE	On 4th July, at 4 P.M.	
		CEBU & ILOILO	SUNGRIANG	Brit. str			BUTTERFIELD & SWIRE	On 2nd July, at Daylight.	1
	. The Chinese str. Kwangtah repo is: Moderate	MANILA	Rust	Brit, etr.		B. Ager for one made	DUTTERFIRED & SWIRE	To-morrow, at 4 P.M.	1
	The state of the s	MANILA				Le. Printond	SHEWAN, TOMES & CO.	On 29th iost., at Noon.]
	N. F. winds and cloudy weather.			Brit. str	-	411" 114 144 444 444	BUTTERFIELD & SWIRE	On 2nd July, at 4 P.M.	4
	Tibe Briden Sir. (Newfactors teboris: Left)	MA A NITY A'	*1	Brit. etr. 🔐	- ;	T. Mesrick	JARDINE, MATHESON & Co	To memore and to a	i
	Singapore as above. Had light wind and fine !	PART AND A CONTRACTOR AND A SECOND ASSESSMENT	AFERO	Brit, str	-	A. Fraser		To-morrow, at 4 P.M.	Ì
	Weather till 23rd thenes stenne S W more	RUDAT & SANUAKAN	BORNEO	Ger. str		F. Sembill	Malouers & Co.	On 6th July, at Noon.	
	weather till 23rd thence strong S. W. monsten and squally till mon 24th thence to part strong	SINGRPORE, PENANG & CALCUTTA /	NAMBANG	Brit. etr.		P. H. Rolfa	LANGERTO M. COMPANY OF A CO.	On 30th inst., at 9 A.M.	ł
	The transfer of the man and the strong to port strong to	SINGAPORE	Ilinsang	Brit. atr		W I Design	ARDINE, MATHESON & CO, LD.	On 5th July, at 3 P.M.	
	wind thender and lightening and southy is	SINGAPORE, PENANG & CALCUTTA SINGAPORE SINGAPORE, COLOMBO & BOMBAY BATAVIA CHERIRON SAMARANG & C	SOCOTRA	Brit. str	.1 .	W D Train	ARDINE, MATHESON & CO, LD.	To-morrow at 3 P.M.	
	Weather	BATAVIA, CHERIBON, SAMARANG, &c.	Tanawong	Dank ste	'	T. A. HICKOY	P. & C. S. N. Cc	About 29th inst.	1
		The state of the s		Jac, Bir, .,	_	Jui riaanse	JAVA-CHINA-JAPAN LIJN	About 6th July,	
	VESSELS IN DOCK.							only.	
	1		AVICATIO	NI CO		~ T >		1.0	

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

· .	PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
-	r SHANGHAI VIA SWATOW "TINGSANG" Thursday, 27th June, 4 P. 1
	SINGAPORE "HINSANG" FREE COLD TOWN OF THE PARTY OF THE PA
	* MANILA VIA SWATOW "YUENSANG" Friday, 28th June, 4 P.M. * SHANGHAI
1	* SINGAPORE, PENANG & CALCUTTA " NAMSANG" Friday, 5th July, 3 P.M. REDUCED FARES TO STRAITS AND CALCUTTA.
	Hongkoug to Singapore lat Class, Single S 65, Return \$100

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light. + Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze

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Highest Class, newest, fastest and most luxurious Steamers between Hougkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDERS carried. All the most up-todate arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED

	STEAMSHIP	J DAG.	CAPTAIN	FOR	SAILING DATE.
	RUEI	254/)	R. W. Almond.	Manila	On 29th June, Noon.
1	ZAFIRO	2540,	A. Fraser	Manil a	On 6th July, Noon.
*	For Freight or	Passage		4	
		0.0	SI	EWAN, TO	MES & CO



Hongkong, 4th March, 1907.

Longkong, 24th June 1907

HONGKONG-NEW YORK.

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PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

i		
	DESTINATION	STEAMERS DATE OF S'AILING
1	SHANGUAI, CHINGWANGTAO,) YOKOHAMA and KOBE	"CATHAY" About 26th June
ĺ	ST. PETERSBURG and	"PETRONIA" About 26th June.
	MARSEILLES, HAVRE, COPEN-	"CATHAY" Beg. of August

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BOSTON STEAMSHIP COMPANY. CONNECTING AT TACOMA WITH, NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA. B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA

Steamers		Tons.	Captain.	Sailing Date.
SHAWMUT	111 141	9,606	E. V. Roberts	 About 7th Aug.
TREMONT	*15	1 8,606	T. W. Garlick	 " 8th Sept.

I Cargo only:

CHEAR FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOUTOR AND STEWARDESS.

The twin-cew s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures stoadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier apply to in cold storage.

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QUEEN'S BUILDINGS. Hongkong, 4th March, 1907.

HAMBURG-AMERIKA LINIE. PASSENGER SERVICE.

Y the new steamers, "RHENANIA," "HARSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amidship and fitted with fans. Laundry on Poard. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at

In addition to these boats, the steamers "Scandia" & "Silesia" carry first class passengers Returntickets issued at reduced rates available for two years. Throughtickets to be had to New York via Naples and Hamburg. HOMEWARD.

OUTWARD, FOR THE STRAITS COLOMBO, ADEN. FOR SHANGHAI, KOBE, YOKOHAMA. SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE, & HAMBURG SCANDIA 5th July SILESIA ... 12th July HABSBURG 1st August SCANDIA 7th August HABSBURG RHENANIA 1st September 4th September RHENANIA 4th October HOHENSTAUFEN 1st October

FREIGHT SERVICE. NEXT SAILINGS OUTWARD:

SCANDIA FOR SHANGHAI, KOBE & YOKOHAMA ... 5th July FOR SHANGHAI, KOBE & YOKOHAMA ... 7th July SAXONIA FOR SHANGHAT, KOBE & YOHAKOMA ... 18th July BRASIUIA FOR SHANGHAI, KOHE & YOKOHAMA ... 27th July HABSBURG FOR SHANGHAT, KOBE & YOKOHAMA ... Ist Aug. NEXT SAILINGS HOMEWARD:

VIA STRAITS, COLOMBO AND ADEN. Taking Corgo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the

LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports. NAPLES, HAVRE & HAMBURG HAVRE & HAMBURG NAPLES, HAVRE & HAMBURG HAVRE & HAMBURG ... SAXONIA ... 20th Aug. ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 4th Sept HABSBURG * Special attention of intending Passengers is drawn to the splendid accommodation of this Steamers. Saloon and cabing amidships. Lighted throughout by electricity. Duly qualified Doctor and stewardess carried. Laundry on board. VANDALIA NEW YORK

VESSELS ON THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON. THROUGH BILL OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL,

AMERICAN AND SOUTH AFRICAN PORTS. THIHE Steamship

"DEVANHA," Capt, T. H. Hide, R.N.R., carrying His Majesty's Mails, will be despatched from this for Marseilles and London direct on SATURDAY, the 29th June at Noon, taking passengers and cargo for the above ports. Silk and Valuables, all cargo for France and

London will be forwarded without transhipment. Silks and Valuables for Bombay will be transhipped at Colombo to s.s. "Marmora," other cargo can be shipped hence to Bombay direct per s.s. "Secotra" sailing about the 29th June.

Parcels will be received at this Office until P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT.

Superintendent Hougkong, 17th June, 1907. FOR MOJI.

THE Steamship

"UJINA MARU," Captain K. Hori, will be despatched for the above Port on SATURDAY, the 29th inst., at Noon.

For Freight, apply to THE MITSUI BUSSAN KAISHA. Agents,

Hongkong, 26th June, 1907. EASTERN AND AUSTRALIAN STEAM. SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. . (Calling at PORT DARWIN, and QUEMNS-LAND PORTS, and taking through Cargo to Adelaide, New ZEALAND, TASMANIA, &C.)

THE Steambhip

"ALDENHAM," Captain Stood, will be despatched as above on SATURDAY, the 29th June, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon ere carried. N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 5th June, 1907,



AUSTRIAN LLOYD'S STEAM NAVI.

GATION COMPANY. STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI ADEN, BUEZ and PORT SAID. (Taking Cargo at through rates to the BRAZILS, to Persian Gulf, RED SEA, BLACK SEA, LEVANT, VENICE and ADBIATIC PORTS.) FIHE Company's Steamship

"E. FR. FERDINAND,". Captain Matcovich, will be despatched as above on MONDAY, the 1st July. This Steamer has capital accommodation for passengers, electric light, and carries a doctor. For information as to Passage and Freight

SANDER, WIELER & Co., Agents. Prince's Buildings. Hongkong, 4th June, 1907.

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).

PROFOSED SAILINGS FROM HONGKONG. FOR NEW YORK. S.S. "BRAEMAR" ... 2nd July, at Noon. FOR BOSTON AND NEW YORK, S.S. "SAINT PATRICK" ... 9th July. For Freight and further information, apply to

DODWELL & CO., LD., Agonts. Hongkong, 25th June, 1907.

JAVA-CHINA JAPAN LIJN.

FOR BATAVIA, CHERIBON, SAMA-RANG, SOERABATA AND MACASSAR (Taking cargo to all ports in Netherlands India on through Bill of Lading. THE Steamship

"TJILIWONG," Captain Jurriaanse, will be despatched for the above Ports on or about 6th July. For information as to Freight and Passage, apply to the Head Agent of the

JAVA-CHINA-JAPAN LIJII, York Buildings, 1st Floor. Hongkong, 26th July, 1907.

KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong CALLAO AND IQUIQUE, VIA JAPAN PORTS.

With option to Call at Mexican and other Coast Ports.

Steamers Tons About 'K ATHERINE PARK" 4,900 End of July. 'KASATO MARU".... 6,100 End of Sept. Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the

Pacific S. N. Co. K. MATSDA, Manager, York Pailding. Hongkong, 11th April, 1907.

PENINULAR AND ORIENTAL TEAM NAVIGATION COMPANY.

2						
4	± d		STHAMERS		TO BAIL	REMARKS.
SHANGP			(A E. Street	} 279	th June, 10 A.M.	Freight and Passage.
MATSEIL	LES and LC	NDON DEVA	NIIA	Noo	n, 29th }	See Special Advertisement,
SUGAPOL	RE, COLOM	(BO and SOC)	otra pt. W. R. Hid	key	June }	reignt only.
SHANGHA	AI, MOJI, OHAMA	KOBE SIMLA). D. Goldsmi	(b, R.N.R. }	About 5th July	Freight and Passage.
LONDON,	and ANTW	ERP } SYRI	IAl. D. C. Greg	or, RINR.	About 17th July	Fright and Passage
,		Particulars, apply		·	R A HT	

Hougkong, 27th June, 1907.

E. A. HEWETT,

Superintendent

NAVIGATION CO., LIMITED.

		FOR	-	STEAMBEB		ro sail	
	T A TAXABLE A T		+ '	'YOCHOW"	Or	27th June	, 4 P.M.
	SHANGHAL	THE CO		SUNGKIANG	" On	28th June	, 4 P.M.
	CERO & Try	SHANGHAI		KIUKIANG'		30th June	, 9 A.M.
	SWATOWA	THEROUNG		CHIRLI"		2nd July,	Dayligh
	HOTHOM wa	d HAIPHONG		"TAMING"	Os.	2nd July,	4. P.M.
•	* MANILA	CHEFOO & WEIHAIW	ET . *	"KUEIYANG	" Or	3rd July,	4 P.M.
	TSINGTAO	THE ECO and THEN TRIN	4	"KWEICHOV	V" 0	4th July,	4 P.M.
	SWATOW,	HEFOO and TIENTSIN					
	MANILA,	AMBOANGA, PORT			4		-
	DARWIN,	THURSDAY ISLAND OWN, CAIRNS	'l # t	OCHANGSHA	" On	10th July.	4 P.M.
	COOKT	UWN, UMINA	1	Office to State		· ·	0
	TOWNSY	LLE, BRISBANE	' ' '				
	SYDNEY	and MELBOURNE	· /	"CHINGTU"	On	11th July	4 P.M.
	YOKOHAM!	A and KOBE	unatad	to the superior	ale mmoota	tion offered	by tues
	The all	ention of Passengers in the	Lagrad	ro mis substrov	11 1 (T). L	A 3-1-	11.6

steamers, which are fitted throughout with Electric Light, Unrivalled Table. A duly qualified Taking Cargo on through bills of lading to all Yangtere and Northern China Ports. I. Taking Cargo and Passengers at through rates or all New Zsaland Ports and other

A stralian Ports. REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to-Hongkong, 27th June, 1967.

BUTTERFIELD & SWIRE, AGENTS

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL.
KUDAT and SANDAKAN}	"BORNEO" Capt. F. SEMBILL	Sunday, 30th June, at 9 A.M.
MARONN, (HERMITS ISLANDS) and NEW GUINEA	"SUMATRA"	
SHANGHAI, NAGASAKI, KOBE	PRINZ LUDWIG" Capt. von Benzer	About Wed'day, 3rd July,
MANILA, NEWGUINEA, BRIS. ? BANE, SYDNEY & MELBOURNE }	MANILA" Capt. Menssen	Thursday, 18th July, at Noon.

For further Particulars, apply to

NORDDEUTSCHER LLOTD. MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA. Hongkong, 27th June, 1907.

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LUXURY-SPEED-PUNCTUALITY.

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11 DAYS YOKOHAMA to VANCOUVER, 18 DAYS HONGKONG to VANCOUVER.

R.M.S.	D SAILINGS. Tons	(Subject to Alteration). LEAVE HONGKONG	ARRIVE VANCOUVE
"EMPRESS OF CHINA" "ATHENIAN" "EMPRESS OF INDIA" "MONTEAGLE" "EMPRESS OF JAPAN" "TARTAR"	6,000 ,, 6,163 ,,	THURSDAY, 4th Jo WEDNESDAY, 17th Jo THURSDAY, 1st A WEDNESDAY, 14th A THURSDAY, 29th A WEDNESDAY, 11th Se	ug 19th August ug 7th Sept. ug 16th Sept.

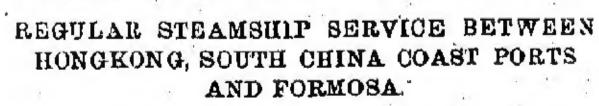
"EMPRESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 224 days from YOKOHAMA and 294 days from HONGKONG. Hongkong to London, 1st Class......via St. Lawrence £60; via New York £62. Intermediate on Steamers

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Navel Military, Diplomatic, and Civil Services, and to European Officials in the Service of China

and Japan Governments. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Prays opposite Blake Pier.

OSAKA SHOSEN KAISHA.



PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

> LEAVING THE CO.'S 8.8.

SUNDAY, 30th June, * TAMSUI VIA SWATOW) "JOSHIN MARU" Capt. H. S. SMITH at 10 A.M. AND AMOY

These Steamers have excellent accommodation for First and Second Class Passengers, and w, fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangteze and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. I, Queen's Buildings.

Hongkong, 22nd June, 1907.

T. ARIMA, Manager.

SABANG BAY COALING STATION, DIRECTORY AND CHRONICLE POELOE WEH. NORTH SUMATRA.

CABLE ADDRESS:-"HARCOAL" SABANG OR AMSTERDAM. General Agent-G. A. WITT, London, E.C., Coaling Agents-HALL BLYTH & Co., London, E.C. Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL. No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT. FRESH WATER and ICE, SHIP'S STORES and PROVISIONS at Moderate Prices. FLOATING DOCK available for Steamers up to 3,00 tons' displacement and workshop fitted for any ordinary repairs, For further particulars apply to the Agents at Hongkong,

Hongkong, 1st December, 1906.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

Captain Brook, having arrived, Consiguees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their

Goods from alongside. Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. . Any Cargo impeding her discharge will blanded into the hazardous and/or extra hazard - 1 obtained. ous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and

stored at Consignees' risk and expense. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst., will be subject to rent. All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on the 26th inst. at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE,

Hongkong Office, Hongkong, 20th June, 1907.

NOTICE TO CONSIGNEES.

STEAMSHIP "GULF OF VENICE." FROM SYDNEY.

THE above Steamer having arrived, Con-_ signees of Cargo are hereby requested to send in their Bilts of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consigness' risk and expense. No Fire Insurance will be affected by us in any case whatever.

DODWELL & Co., LTD... Hongkong, 20th June, 1907.

"MOGUL" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

THE STEAMSHIP "PATHAN." FROM GLASGOW, LIVERPOOL AND ETRAITS.

ONSIGNEE Sof Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless

notice to the contrary be given before To-MOBROW, 10 A.M. No Claims will be admitted after the Goods bave left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject

All Claims against the Steamer must be presented to the Undersigned on or before the lith prox., or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on the 27th just., at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., LTD.,

Hongkong, 21st June, 1907.

S.S. "ERNEST-SIMONS," COMPAGNIE DES MESSAGERIES MARITIMES

NOTICE.

ONSIGNEES of Cargo from London ex s.s. "Cordouan," and "Medoc" from Havre ex s.s. "Cordonan," from Bordeaux ex s.s. "Verberckmoes," and "Frederic Morel" in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees

before 10 A.M., To-DAY, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 1st July, 1907, at NOON, will be subject to rent and landing charges.

the 1st July, 1907, or they will not be recognised. All damaged packages will be examined ou MONDAY, the lat July, at 3 P.M. No Fire Insurance has been effected.

All claims must be sent in to me on or before

G. DE CHAMPEAUX, Agent. Hongkong, 24th June, 1907. NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

HE Steamship

"JAPAN." having arrived from the above Ports, Consigness of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra bazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned. DAVID SASSOON & CO., LTD.

Hongkong, 25th June, 1907.

ON SALE. THE

CHINA, JAPAN, COREA, INDO-CHINA SI/ M, STRAITS SETTLEMENTS. MAL Y"STATES, NETHERLANDS

BORNEO, &c., WITH MICH ARE INCORPORATED

THE HONGKONG DIRECTORY

AND HONG LIST FOR THE FAR EAST

NOTICE TO CONSIGNEES "BEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

S.S. "BENLARIG,"

JAVA-CHINA-JAPAN LIJN,

YORK BUILDINGS.

FROM MIDDLESBRO', LONDON AND STRAITS. MONSIGNEES of Cargo are hereby

informed that all Goods are being landed at their risk into the hazardous and/or extra hazardons. Godowns of the Hongkong and Kowloon Wharf and Godown Co, Ltd., whence and/or from the wharves delivery may be

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July will be subject All Claims against the Steamer must be pre- Peking

sented to the Undersigned on or before the 9th July, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd July, at 11 A.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Agents. Hongkong, 25th June, 1907.

NATAL LINE OF STEAMERS

TIHE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BIL's Tokyo OF LADING for all the principal ports in | Yokohama SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly | Kobs service hence to CALCUTTA. Sailings from SALCUTTA for CAPE PORTS every fortnight For Freight and further particulars,

apply to DODWELL & CO. LIMITED General Agents for China and Japan Hougkong, 4th August, 1898,

MAR'TIN'S for Ladles.

A French Respects for sat trangalantites. philitates at ladies keep a best of Martin a Filler's the house to their an east dest eign of any irregulative of the System a finery mose may HERTIN Cheris CODTHERPED AND SECTION

Cunliffe, The Planeer Experts Russell & Co.

10 & 12, Place de la Bourse. ECURITIES issued by PARIS European Gov'ts and Municipalities offering WRITE FOR DESCRIPTIVE prospectsofimmensereturns. PAMPPLETS

To be purchased for cash or on the "Times" system of monthly payments.

BUNLIFFE, RUSSELL & CO. being the oldest-established firm of dealers in Premium Bonds in the world, ofter advantages absolutely un-obtainable elsewhere. Bonds guaranteed. Exceptional facilities for payment. Numbers checked after every Drawing. Results of Draw-ings in English. Holders of drawn Bonds ad-vised at once. Prizes collected free of charge. Bonds purchased "at sight." Loans granted on Premium Bonds. Services continue until last Bond drawn. All transactions confidential Productional Contraction and contraction of the con



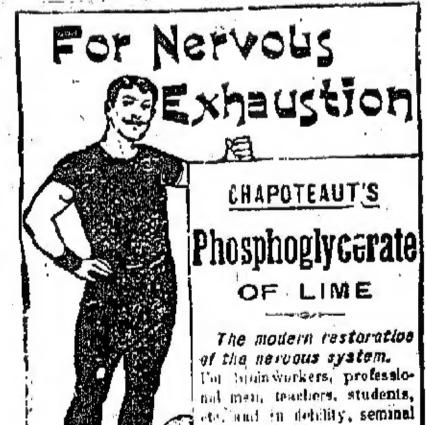
AND GENTS! BOOTS AND SHOES.

EASTMAN KODAKS, CAMERAS

PHOTOGRAPHIC GOODS. PRICES MODERATE.

TACE & CO.. 26, DES VEUR ROAD CENTRAL.

Hongkong, 18th January, 1907.



lesses, dyspensia of nervous origin and in somnie. It is readily assimilated and promotes digestion.

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INDIA, PHILIPPINES,

THE CHINA DIRECTORY

1907. THE FORTY-FIFTH ANNUAL ISSUE

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Swatow Soochow Chinkiang JAPAN AND FORMOSA Keelung Osska Moii Tainanfu Takow Nagasaki Apping Hakodate Tamsui EASTERN BISERIA

Nicojewsk Vladivostock COREA Wonsan Mokpo

Secul Скіппатро Fusan: Chemulpo Pingyang Kunsan Masampo. HONGKONG AND ITS DEPENDENCIES MACAC FRENCH INDO-JHINA Tourane Annam

Saigon Hue Haiphong Tonkin Provinces Quinhon Cambodge PHILIPPINES Cebu Tloile | BORNEO British N. Bornet Labuan Barawak BANGKOK

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PLAN OF FOREIGN SETTLEMENTS, TIENTSIN

PLAN OF FOREIGN CONCESSION, SHANGHAL PLAN OF HONGKEW (SHANGHAL) with Inset Showing the EXTENDED SETTLEMENT LARGE PLAN OF THE CITY OF VICTORIA PLAN OF THE PEAK

PLAN "OF TSINGTAU (KIAOCHAU)

PLAN OF NEW TREETORY (KOWLOON) PLAN OF KOWLOON PLAN OF MANILA

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of the last half century in the Far East together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia the various Customs Taritis, Trade Regulations Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures, and other Commercial Information including :-

TREATIES WITH CHINA Great Britain :- Nanking, 1842; Tientsin, 1858; Tariff Agreement and Rules, 1859; Convention, 1860; Rules for Joint Investigation of Customs Seizures, 1869; Chefoo, 1876, with Additional Article; Opium Convention, 1886; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Burmah Convention 1897; Kowloon Extension, 1898; Weihaiwei 1898; Convention, Commercial; Shanghai, 1902; Emigration Convention,

France: Tientsia, 1858; Convention, 1860 Tientsin, 1885; Conventions, 1886, 1887, and 1895; Frontier Trade Regulations. United States:-Tientsin, 1858; Additional 1868; Peking, 1880; Immigration, 1894; Commercial, 1903. Germany :- Tientsin, 1861; Peking, 1880;

Kiaochau Convention, 1898; Railway and Mining Concession, 1898. Japan :- Shimonoseki, 1895; Liaotung Con vention, 1895; Commercial, 1896; New Ports

1896. Supplementary Commercial, 1903.

Russian:-S. Petersburg, 1881; Russian Land Trade, 1881. Portugal, 1888; Communicial Treaty, 1904. FINAL PROTOCOL made between China and

Eleven Powers, 1901. TREATIES WITH JAPAN Great Britain, 1894; Duties Convention 1895 : Russia, Agreements us to Corea; United States, Extradition Treaty, 1886; Great Britain (Alliance) 190); Russia (Peace Treaty) 1905.

TREATISM WITH COREA Japan, 1876; Japan Supplementary, 1876; Japany 1905. United States, 1882; Great Britain, 1895.

THEATIES WITH SIAM. Great Britain, 1856 and 1899; France, 1893 and 1904; Japan, 1893; Russia, 1899. Great Britain and France, Siamese Frontier. Great Britain and Russia, Railway Convention

> CUSTOMS TARIFFE. TRADE REQUESTIONS

China, Japan, Siam, Coroa. LEGAL DOCUMENTS

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The CHRONICLE and DIRECTORY, although condensed in every possible manner, cou-

tains every year more pages. It was years ago universally prenounced to be the cheapest work of the kind anywhere published, and although very much enlarged. and improved in every way, the price in silver is now below the equivalent of El 5s, at which it was originally published.

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SWATOW Yuen Choong Book Store

NAGASARI " Nagasaki Press " O.kee. Kobe & Osaka "Japan Chronicle" Office. YOROHAMA .. Musars, Kolly & Walsh, Ld.

CORRA Messrs. Hodge & Co., " Spall

Gutler, Palmer & Go.'s

SPECIAL BLEND BLEND SPECIAL

SHIPPERS Gutler, Palmer & Go., London.

AGENTS SIEMSSEN & CO.,

THUNG NGOI SAN PO

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or Colleguial Chiuses.

HONGKONG. (Chinese Daily Press),

A CONTRACT OF THE PARTY OF THE	er wann an	- a time type so common a to the time.	,
FOR	PER .		DATE
SHINGHAI	China	1 //31	
Newcastle N.S W	Polaris	Thursday,	27th 9.00 A.M.
Newcastle N.S.W		i warnerstay.	Cu. U.OO A.M.
Newcastle N.S W. Amoy Macao	rennuchar	🕴 Thurs lay,	27th, 10.00 A.M.
Macao Moria Cruz and Marico	Sui Tai	Thurs lav.	27th, 115 P.M.
A TO THE TOTAL CONTRACT AND A STATE OF THE PARTY OF THE P	· This of the con-	7117	27th, 3.00 P. N.
Swatow and Shanghai	Tengsion	Thursday	
Keelung, Kobe, Yokohama and Portland	Nicomedia.	Thursday,	27th, 3.00 P.M.
			27th, 4.00 P.M.
commercial agents with Land Wille.	11. 21	13	18th, 9.00 A.M.
	145 : 11		28th, 11.00 A.M.
Singapore	Hamana	r rigay,	28th, 1.15 P.M.
Ewalow and Shanghai	Atheneses	Friday.	28th, 2.00 P.v.
Cebu and Hollo	Chaysang	Friday,	28th, 3.00 P.M.
Manila	Sungkrang Variation	Friday,	28th, 3.00 P.M.
Shanghai, Yokohama, Kobe and Moji	A Character Contraction :	rriday.	28th, 3.(0 PM
Manila	Gregory Apcar	Friday,	28th, 5.00 P.M.
Meij	Huhr.	Saturday	29th, 10,00 A.
Maji	Tjina Maco	Saturday,	29th, 10.00 A.M.
Port therwin, Thursday Island, Cook-			
lown, Cairns, Townsville, Brisbane, Sydney,	41.11	A	ye, the
Hobart, Launceston, New Zenland, M.1.	Aldenhouns	Saturday,	29th, 10.00 A,M.
hourns, Adelaide Perth and Fremantle	. 1		
ration's sec. india via Toticasia		Saturday,	00.1.
(4.810 Legiters 11.00 to 11.00 to February			29ch,
rostage to cents)	1	rinted 1	Matter and Sam.
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time fixed for departure of the mail	4	Registrat	ion 10.00 A.m.
Extra Postage 10 cents.)	Parastala	Liegist ra	tion, with late
lecttors posted in all the Pillar Boxes	Decinter	foe of	10 cents, up te
in time for the first elearance will be	11	19,45 A	36.)
i chudsed in this contract r ail.)		Registrat	ion, Kowloon
The Parcel mail will be closed to merrow	, 11	B.O	10.00 а.м
at the milder with the closed to-merrois.	141	No late fe	16.
Manual p. m.	()		11,00 AM
Macao Swatow and Shanglari Kudat and Sandakao	Sai Tak	Saturday	29th, 1.15 P.M.
Evaluation and Susangian	Kirkianu	Saturday	9th, 5.00 P.M.
Kudat and Sandakan	Bornes	Saturday	29th, 5.00 P.M
		- mountains,	" O'OO B'W
Hollow and Hainhong	12.11.15	: J (ULY:-
New York		Monday,	lst, 5.00 P.M.
New York	fraemer	Tuesday.	2nd, 10,00 A.M.
	ſ.	Tuesday,	2nd,
	i i i	Printed M	atter and Sam-
\$2.00 m	4 5	ples	10.00 A.M
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, I	· .	Ravistesti	10,00 A.M
HONOLULU and SAN FRANCISCO	4	A IS Application 4	on 10.00 A.M.
Supplementary mail on board up to the land	Imanilia 1	Treshierran	ion, with late
Find the lost of the printer of the lost		70.45	P cents up to
Extra Postage 10 cents)		10, 10 4.3	Mar of the second
	1	Ttogislratio	B. Kowlood
	. 1	B.O	10.00 д.м
		No late fee	
		Letters	3100 am

HOCKS MOSELLES AND

SHIPPED BY

MESSES. HINCKEL AND WINCKLER.

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LAUBEN	HEIMER						1	Ţ	dez. bote.		
OPPENH	Tir de Till					3.00	***		811.50	· \$13.50	
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. WACHEN		101	400 00		***	***		***	16.00	18.00	
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ROCKER	INER	. 91		• • • • •	111		***	** 1	13.75	15.75	4
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TOTAL STATE TOU	A MILCH.	perect	en Gr	apes)			4.11		$24.00 - \epsilon$	26,00	
								6			

These HOCKS and MOSELLES ere imported from Merses. Hinckel AND WINCELIE, one of the Oldest Firms dealing in this Trade. They have a great Reputation all over the World and at Home (Great Britain and Germany) so we can guarantes these Wines as exceptionally fine. At the same time their prices compared with there of other dealers will be found very favourable.

RUTTONJEE

WINE AND SPIRIT MERCHANIS.

Hongk, ng, 19th June, 1907.	40
TO DAY The Bandmann Comedy Co., City Hall 9 p.:	HONGRONG HOTEL
Collins Relat.	Mr. E. S. Abraham Mrs. C. M. Jack
	Mr. P. R. Adams Mr. J. P. F. Joki Mr. A. Aftalion Mr. R. M. Joseph
CLOSING QUOTATIONS. June 26th	Mr. & Mrs. Joseph
ON LONDON	Mr. R. B. Beattie Mr. J. C. Jeughin Mr. R. J Birbeck Mr. A. H Laing
Telegraphic Transfer 2 at	Mr. & Mrs. S. Bisney Mr. M. Lame
Bank Bills, or demand 2.2.5. Bank Bills, at 50 days' sight 2.53	plies mancy Mr. H. W. Langh or
tiank title, at 4 mouths sight 2.2	more Mrs. W. Logan
Group, at 4 months' sight. 990%	o gir. A. H. Bumn Mr. G. E. Malden
ON PARIS.— Bills 4 months sight? 213	Mr. F G. Brighton Dr O. Marriott
Bank Bil's, on demand 2751	Mr. J. Marsden Mr. J. Marsden
On GERMANY.	Mr. A. Carter Mr. G. C. Madatash
on demand,	Mis Chater Capt. T. M. Meyrick
ON MEW ICER.	Mr. C. F. Scinnitt and
Bank Bil's, on demand	Mr. H. J. Colaban Dr. and Mr. W B A
On Bombay.	Moo e
Telegraphic Transfer	Mr. A. H. Crook Mr. and Mrs. 11 tr
'Back, on demand	Mr. A. Cruickshank Newborn
ON Calcutta.— Telegraphic Transfer	Mrs. Davidson Mr. A. F. Paine Mr. and Mrs. W. H. Mr. W. Peaks
Dank, on demand.	Donald Mc. S. G. Pre'ns
ON BHANGHAI, -	The P. H. Doolittle Mr. H. C. Pollock
Private, 30 days' sight	Mr. W. Einstmann Mr. C. M. Prosbane
UNITOKOHAMA:—On demand	Mr. Th. Engster Mr A. J. Pugh
ON MANIE — On demand Drope 107	Mr. H. J. Fairchild Mr. E. Ralphs Mr. W. Ferry Mr. F. H. Ray
ON SINGALORE On demand	Mr. H. G. Fisher Mis, Shiphe it
ON MAIPHONG — Un de mand	Mr. S. F. Fitch Mr. A. Sking Mr. H. D. Fletcher Mr. J. Spittles
VA GAIGOR.—On demand	Mrs. For her Mr H. S. Spurge
Soverbigns, Bank's Bruing Rute co to	Mr. W. T. Stebbing
MOLD LEAR, 100 Due, Ler tage git to:	Mr. C. B. Franklin Mr F. D. Sutherland
BAR SILVER, per cz	Mr. and Mrs. M. L.
OPIUM.	Mr. Stuart J. Fuller Miss II M Thomas
Quotations are : June 26tb.	Mr. Th. Toledano
Malwa New 8800 per ricul	Miss Herley Mr. C. F. Walting
maiwa Old \$850	Mr. L. J. Wishort
Malwa O'der \$880 Malwa V. Old \$929	Mr. E. A. Hewett Mr. J. B. Wishart Mr. E. Howard Mr. B. J. L. Wright
Persian fine quality saw	Mr. J. D. Woods
Petro New \$650	Mr. R. Hunter Mr. W. S. Young
Patna Old	KING EDWARD HOTEL
Bensre- New \$870	Mr. Aanchisen Dr. R. Kubl.
Benares Old	Mr. D. C. Alexander Mr. and Mrs. Alf.
VISITORS AT HOTELS.	Capt. and Mrs. Russell LeVasseur Almond Mr. W. H. Liewelly n
	Mr. C. M. Arratoon Mr. Geo. T. Lloyd
Mr. Frank Agetin Mr. E. Hunt	Mr. W. A. Bethel Mr. and Mrs. C. F. Mr. Harry Brainley: McWilliams
Miss E. G. Baylis Mr. A. E. Lanning	Dr. H. Clement Mr. C Mi lon
Krs. H. Heasley Mr. Lehmann	orr. and Mrs. G. H. Mr. & Mrs. Newson and
Dr & Mrs. E.A. Belilios Major Magill	Mr. and Mrs. W. R. Mr. D. M. Nicholson
Mr Tevington Mr & Mrs. L Morston Miss M. Bend Mis. McLom & mail	Mr. and Mrs. R. A.
Mr. and Mrs Dillion Miss McLean	Gal agher Mis, W. C. Passmore
Bronson Mr. August Meyer	Miss Annie Percock
Dr. Francis Clark Mr. Reginald Paterson Mr. Penrson	Mr. W. T. Hagne Mr. H. Pearman Mr. W. T. Hagne Mr. W. B. Lochesten

Hudson

Mr. C. S. Hyman

Mr. J. E. Joseph

Mr. F. Jacob

Miss Bortha Hastings

Mr. and Mrs. E. B.

Miss Do ly Hastings

Mrs. Jackson & child

Mr. C. K. Johnson

Mr. W. B. Fochester

Mr & Mrs. Schindewolf

Mr. and Mrs. S. Silver-

Mr. Arthur Silveratone

Mr. M. S. Silverstone

Mr. M. L. Silverstone

Mr. D. V. Stevenson

Mr. G. Williams

Mr. A. N. Clothier

Mr. G. N. Courtry

Mr. Oscar Fager

Mr. K. Freund

Mr. C. H. Grace

Miss I. Hamilton

Mr. Garrett

Mr. P. J. Falconer

Lt. & Mrs. J. D'Esterre

Mr. Reginald Harding

Mrs. G. Sachse

Miss M. Seltzer

Mrs. A. M. Smith

Miss Seltzer

Mr P C. Hutten Potts

Mr. & Mrs. H. Simus

Major Hon. M. Ward

Hon. Mrs. M. White

Dr. & Mrs. M. White

JOINT ST	FOCK	SHARE.			
	Hongkong, June 260				
COMPANY.	PAID U	QUOTATION			
A lhambra	701 000	Art en ala			
Banks-	Ps. 200	\$120,			
	,	\$860, sellers			
Hongkong & S'hai	\$125	L. £93, 15 c.u.ii			
National B, of China		72.10 x.			
		\$51.			
Bell's Asbestos E. A		\$7, sellers			
China-Borneo Co	\$12	i .			
China Light & P. Co	\$10				
China Provident	#1 0	\$9, sellers			
Cotton Mills-					
Ewo	Hs. 50	Tls. 614.			
Hongkong	110	\$111, sollers			
Lacu Kung Mow	118, 175	Tls. 51.			
Soyohen	Tie 500	Tls. 821.			
Dairy Farm	1 11 1				
	. \$6	\$15.			
Docks and Wharves-					
H. & K. Wharf & G. H. & W. Dock	\$50	\$70.			
New Amoy Dock	\$50)	\$106, seller			
Suanghai Dock	₹6 ₹ (%1 .a.[1	\$111. buyers			
S'bai & H. Whatf	lis. too	Tle. 75 buyers			
Fenwick & Co., Geo		Tls. 2224, buye			
	\$25	\$174, sollers			
Green Island Coment	\$10	\$164, sales			
Hongkong & C. Gas.	£10	\$175, Maer-			
Hongkong Electric		\$142, buyers			
Hongkong Hotel C. Hongkong lee Co	\$50	\$118, seilers			
Hongkong Rope Co	\$25	\$245,			
Dauranges-	610	\$20, buyers			
		4.1			
China Fire.	f50	\$270, sollers			
China Traders	\$20	\$86, buyers			
Hongkong Fire	\$50	100, buyers			
North China	.e.	\$325; sellers Tis. 75, sellers			
Union	\$100	\$750, buyers			
Yangtaze	D 10 1	\$170, buyers			
and and Building-					
HongkongLanding	\$100	\$106, selters			
Humphrey's Estate		\$103.			
Kowloon Land & B.	4.20	Pi Ca No			
Shanghai Land (T) West Point Building	9. 50	Fls. 103.			
West Point Building	a. 50	Fis. 102.			

Charbonnages Fes. 250 | \$480, buyers Raubs..... Peak Tramways \$10 | \$1 0\, sales & set Philippine Co. \$10 \$5. Refineries-China Sugar \$100 | \$105, sellers Luzon Sugar \$100 . \$21, sellers Steamship Companies China and Manila... 125 Douglas Steumship. \$401, sales & buy. H., Canton & M..... \$29% huyers Indo-China S.N. Co. £10 | 170, sellers Shell Transport Co. £1 | 46 - sellers Ster Ferry..... \$10 | \$26, sellers

Do, New. \$5 | \$161, sellers South China M. Post. \$23, sellers Steam Laundry Co ... Stores & Dispensaries Campbell, M. & Co. \$10 | \$20, sellers Powell & Co., Wm., \$10 \$8, sellers Watkins.... \$10 \$4, sellers Watson & Co., A. S. \$10 \$111, sellers Juited Asbestos \$4 \$101, buyers Do. Founders \$10 \$150. Union Waterboat .Co.

\$10 1129. VERNON & SMYTH.

HONGKONG TIDE TABLE. From June 27th to 3rd July, 1907.

HION WATER.				100	LOW WATER.			
Pay of Weeks. Day of Menth.	Mei	ongkong ab Jièse,	He	lght	He Me.	ongkong" ui Time,	ı	lght
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Sat. 29	213	0 44	٠,	3	771	5 56	-J	2
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Yed. 3	HE,	4 17 3 33 a	3	7	k n	0 12 a 0 14 10 0 a	3 2	6
		. r					- ,	٠.

Hongkong Observatory, June 26th

10 a.m. at 4 p.en. Karometer 29.53 Temperature ... Humidity Wind Direction ESL Force ... Weather Rain

Highest open air Temperature on 25th 84. Lowest open air Temperature on 25th 75



SHIPPERS CUTLER, PALMER & Co., London

AGENTS. LANE, CRAWFORD & CO. HONGKONG

THORNE'S OLD VAT.



This Vat was started by the late Robert Thorne of Greenock and has been Sold as No. 4 sinco 1831

SCOTCH WHISKY. R. THORNE & SONS, LD.,

GREENOCK & LONDON. Aberlour, Glenlivet Distillery, Strathspey, N.B. Greenock, Highland Distillery, Greenock, N.B. Glen Moray, Glenlivet Distillery, Elgin, N.B. SOLE AGENTS IN HONGKONG, CHINAS MANILA

A. S. WATSON & Co., LD.

REGULAR HONGKONG-CANTON OF STEAMERS.

OF THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

THE SPEEDIEST, MOST LUXURIOUSLY APPOINTED AND PUNCTUAL STEAMERS ON THE LINE. Departure from Hongkong at 9.30 P.M. (Saturdays Excepted).

Departure from Canton at 5.15 P.M. (Sundays Excepted) These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's WHARF is at the end of

WING LOR STREET (tram station). For further particulars, please apply to E. PASQUET & CO., Canton Agents. BARRETTO & CO., Agents. Hongkoug, 1st April, 1907



MITSU BISHI DOUKYARD ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," A.1, A.B.C., and Engineering Code Used NEW DOCK NOW OPEN.

DOOR No. 3. Extreme Length ... Length on Blocks Width of Entrance on Top ... 964 ... Width of Entrance on Bottom ... 881 Water on Blocks at Spring Tide 344 DOOK No. I. Extreme Length ... Length on Blocks Width of Entrance on Top Width of Entrance on Bottom ... Water on Blocks at Spring Tide DOCK No. 2.

Extreme Length,... Length on Blocks Width of Entrance on Top Width of Entrance on Bottom ... 58 Water on Blocks at Spring Tide PATENT SLIP.

Suitable for vessels up to 1,000 THE WORKS are well equipped with LATEST PLANTS and APPLI-ANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK. A LARGE STOCK of MATERIAL is

always kept on hand The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P. specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice.

TAVID CORSAR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX BATTAS RELIANCE CROWN TARPAULING ARNHOLP, KARBERG & CO. Sole Agents

PASSENGERS. ARRIVAD.

Per Kwangtuh, from Shangbai, Miss Bertha J and Miss Dolly Hastings. Per Hongkong, from Haiphong and Hoihow.

Capt. Lowton, Lieut. Campanole, Mr. Lewrett. Neumuenten, German str., 1,970, Fischer Per China, for Hongkong, from London, Messre, R. C. Welker and J. C. McIntosh from Colombo, Mrs. (2) Misses Forbes, Lt. G. Blatherwick; from Singapore, M'ss Henley, Messis. P. K. Luyvett, D. C. Alexander, D. R. Paul, C. Watkins and H. N. Coney; for Shanghai, from Lo don, Mrs. T. Jones, child and infant amab, Miss E. Barker. Mr. R F. Benson; from Marseilles, Miss Kirk, Messra. W. C. Foster and W. Hawkings; from Brindisi, Mr. T. A. Ross; from Colombo, Mr. J. H. Hamilton; from Penang, Mr. and Mrs. Powell; OANFA; British str., 5,676, W. Cope Lycett, from Marseilles, Mrs. Scott Young; from Bombay, Mr. and Mrs. R. D. Cochrane. DEPARTED.

Per Australian, from Hongkong, for Saigon, Soeur David, Misses Cuninc and Molinier, Messis, Georges Viouris and Lesbaudy; for Colombo, Mrs. Shaw, Messrs. Braby and Hugo Finger; for Bombay, Mr. M. J. M. Manporia; for Marseilles, Messrs. Meurer and Baulieu. Per Ernest Simons, from Hongkong, for Shanghai, Miss Anna Lum, Messrs. J. M. B. da Silva, Jacobet, Bernard Saunder and Sons Amoin; for Yokohama, Mrs. Marty Mrs. J. C. Jessawall, Mrs. D. C. Jessawall, and Mr. J. C. Jessawall.

MESSES. FALCONER & CO.'S REGISTER. June 26th

Barometer 9 A.M., 29,60 | Therm. (Wetbulb) 9 A.M. 78 Barometer 1 r.m., 29.57 Therm. (Wetbulb) 1 r.m.78 Barometer 4 P.M. 29.54 Therm (Wetbulb) 4 P.M.78 Thermom. 9 A.M. 80 Therm. Maximum82 Thermom. I P.M. 82 Therm. Minimum over Thermom. 4 P.M. 82

HONGKONG, CANTON, MACAO WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND M.C. STEAMBO.T

HONGKONG-CANTON LINE.

8.8. "HONAM," 2,363 tons, Captain H. D. Jones. 8.8. "POWAN," 2,338 tons, Captain W. A. Valentine. 8.8. "FATSHAN," 2,260 tons, Captain C. V. Lloyd. I. "KINSHAN," 1,995 tons, Captain B. Branch.
S. "HEUNGGHAN," 1,000 tons, Captain R. D. Thomas.

Rongkong to Canton daily at 8 a.m. (Sunday excepted), 10

Departures from Canton to Bengkong daily at Saim, and 5 p.m. 'Sunday excepted, The s.s. "POWAN" will leave Hongkong every Monday, Wednesday, and Friday, at 9 p.m. from Queen Street Wharf West returning from Centon every Tuesday, Thursday, and

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the Pierr. Special attention is drawn to their Superior Salcon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain E. II. Grainger, S.S. "SUL-TAL" 1,651 tons, Captain G. F. Morrison.

Departures from Hengkeng to Macso on week days at 8 u.m. from Douglas Wharf & at 2 p.m. from the Company's Wharf. On Sundays Special Chear Excursions leaving

Hongkong at 9 A.M. from Douglas Wharf & from Macao at 5 p.m.

The Company also runs a Steamer from Macao on Sunday Morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.

Lepartures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

CANTON-MACAO LINE.

8.8. "LUNGSHAN," 219 tons, Captain T. Hamlin. Departures from Macao to Canton on Monday, Wednesday and Friday, at 7,30 a,m Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

S.S. "PAUL BEAU," 1,900 tons, 14 knotsk JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMFOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO. LO.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willex, (Laid up). S.S. "NANNING," 569 tons, Captain A. McKinnon,

One of the above Steamers leaves Canton for Wunhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are

Further particulars may be obtained at the Office of the-

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. Hotel Marisions (First Floor), opposite the Hongkong Hotel;

Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LD.

SHIPPING IN PORT.

STEAMERS.

Benland, British str., 2,510, A. Wallace, 25th June-Singapore 19th June, General-Gibb, Livingston & Co. Bonneo, German str., 1,344, F. Sembill, 25th June-Sandakan 19th June, General-

Melchers & Co. CAPE COBSO, British str., 2,510, Colin McLeod, 22nd June - Australia via Manila 19th June, General-Butterfield & Swire. CHIYUEN, Chinese str., 1,177, C. Stewart, 22nd

June-Shanghai 19th June, General-CHOWTAI, German str., I,115, W. Mollermann, 25th June-Swatow 24th June, Rice and Teakwood-N. D. L.

CHOYSANG, British str., 1,424, H. E. Sandback 23rd June-Shanghai via Swatow 19th June, General - Jardine, Matheson & Co. EMPRESS OF CHINA, British str., 3,046, R. Archibald, R.N.R., 2nd June-Vancouver, B.C., 14th May, Mails and General-C. P. R. Co.

FRI, Norwegian str., 860, C. Wagle, 25th June - Hongay 22nd June, Coal -Aagaard, Thoresen & Co. FRITHJOF, Norwegiaustr., 891, Olaf Andersen,

23rd June-Hongay 20th June, Cost-Aagaard Thoresen & Co. FUKUSHU MARU, Japanese str., 1,090, T. Ito, 22nd June-Anping & Swatow 21st June -Osaka Shosen Kaishs,

GREGORY APCAR, British str., 2,961, S. H. Belson, 24th June-Calcutta 2nd June, General-David, Sassoon & Co. HINSANO, British str., 1,536, Smith, 22nd June - Hongay 19th June, Coal - Jardine, Matheson & Co.

JAPAN, British str., 3,806, Olifent, 25th June -Moii 20th June, Coal and General- D. Sassoon & Co. Коко Manu, Japanese str., 2,89°, Y. Minami-

kawa, 22nd June-Kobe 12th June-Coal and General-Fukusei & Co. LAERTES, British str., 1,340, J. Jackson, 24th June-Saigon 20th June, Rice-Chinese. LAUSCHAU, German str., Sperling, 25th June -Hongay, General - Jehsen & Co.

LININ, British atr., 1,352, Williams, 18th June -Chinking 13th June, General-Butter. field & Swire. Loo Sun, German str., 1,020, W. Taubert, 21st June-Pangkok 12th June, Rice a d Word

-Butterfield & Swire. MARIE, German str., 1,169, Christiansen, 18th June-Moji 13th June, Ballast-Jebsen & Co. Mongolia, American str., 8,750, R. H. Hatha-

way, 21st June-San Francisco 24th May and Shanghai 18th June, Mails and General -P. M. S. S. Co. Namsand, British str., 4,035, P. H. Rolfe, 23rd June-Calcutta and Singapore 17th June,

24th June-Fulo Laut 15th June. Coal-Jub en & Co. NICHIBE MARU, Japonese str., 8,810, R.

Mirsakama, 23rd June-Wakamatsu 16th day June. Coal & Acids-Mitsui Bussan Kaisha. NICOMEDIA, German str., 4,364, P. Wagemann, 23rd June-Portland (Or.) 17th May, General-Portland Asiatic Co. IKKAI MARU, Japanese str., 1,144, W. Nala-

gawa, 18th June-Hongay 15th June, Coal 22nd June-Woosung 19th June, Flour, Lumber, &c .- Butterfield & Swire.

June-Swatow 24th June, Oil-Order, PREGRESS, German str., 687, H. Pahren, 13th June-Iloilo 9th June, Sugar-Siemssen & Co. PROGRESS, Norwegian str , 1,671, The, Stjernig, 6th July.

17th June-Samarang 8th June, General --- Order. PROMETHEUS, British str., 3,583, G. Moir, 20th June- Foothow 18th June, General-Butterfield & Swire. PROTEUS, Norwegian str., 1,014, Kolderup, 25th

June-Swatow 24th June, Rice-Auguard, Thoresen & Co. RAJABURI, German str., 1,189, O. Kock, 22nd June-Bangkok 12th June, Rice-Butter. field & Swire, RIVERSDALE, British str., 2,384, Hay, 24th June

-Sourabaya 15th June, General-Butter. field & Swire. RUBI. British str., 2,740, R. W. Almond, 24th June-Manila 21st June, General-Shewan Tomes & Co.

STENTOR, British str., 6,773, C. Jackson, 24th June-Singapore 19th June, General-Butterfield & Swire. STETTIN, British str., Farrel, 22nd June-Langket and Singapore 16th June, Case

SUMATRA, German str., 584, C. Nands, 15th June-Manila 11th June, General-Mel-SUNGKIANG, British str., 987, G. H. Penne-

father, 22nd June - Iloilo 18th June. Sugar-Butterfield & Swire. TAIWAN, British str., 1,040, J. A. Martin, 12th June—Saigon Sth June, Genera'—Chinese. TELEMACHUS, British str., 1,342, Williamson, 14th June Swatow 13th June, General-

PINGSANG, British str., 1,156, S. M. Reynolds, 20th June-Wakematsu 15th Jone-Jardine. Matheson & Co.

UJINA MARU, Japanese str., 4,403, P. Lori, 24th June-Moji 18th June, Coal-Mitsui Bussan Kaisha. VICTORIA, Swedish str., 989, Hellberg, 18th June - Sourabaya Sth. June. Sugar -

Aagaard, Thoresen & Co. VIENNA, British str., 2,863, J. Jones, 24th June - New York 17th April, Kerosene -Standard Oil Co.

WONGKOI, German str., 1,414, W. Reher, . 24th June-Bangkok 14th June, Rice and Timber-Butterfield & Swire. YATSHING, British str., 1,426, M. Courtney. 24th June-Wakamatsu 19th June, Coal -

Jardine, Matheson & Co. YOCHOW, British str., 1,306. J. H. Brown. 23rd June-Shangbai via Swatow 19th June, General-Butterfield & Swire. YUENSANG, British str., 7,050, Meyrick, 24th June - Manila 21st June, General-Jardine, Matheson & Co.

ZWEENA, British str., 941, Ramsay, 24th June. - Samarang 14th June, Sugar-Order.

VESSELS EXPECTED.

THE GERMAN MAIL. The I.G.M. sir. Manita left Sydney on Tuesday the 4th inst p.m. and may be expected here to-day.

The I.G.M. str. Prinz Ludwig carrying the German Mails with dates from Berlin of the 4th June, left Colombo on the 22nd June, and may be expected here on or about the 2nd July. The I.G.M. str. Roon left Kobe via Nagasaki and Shanghai on Sunday the 23rd June, and may be expected here on or about Tuesday the 2nd July.

THE AMERICAN MAIL. The T.K.K. str. Nippon Maru sailed from Yokohama on 20th June, and is due to arrive at this port via Manila on the 1st July. THE INDIAN MAIL.

The Indo China str. Hopsany left Calcutta for this port via the Straits on 21st June, and may be expected here on or about the 8th July. MERCHANT STEAMERS.

The Japanesesir. Giran Maru left Moji 21st June, for this port, and is due here to-day. The Danish str. Cathay passed Singapore on the 19th June, and may be expected here to-The N. Y. K. str. Sado Maru (European

Line), left singspore for this port on the 21st June, and is expected here to-day. The Danish str. Petronia left Singapore on the 20th June, and may be expected here to-

The N.Y.K. str. Riojun Mara (American Line) left Shanghai for this port on the 25th June, and is expected here to-morrow. The Japanese str. Kashima Maru left Kara-PERLAK, Dutch str., 1,018, J. Offerhaus, 25th tzu on 25th June for this port, and is due here

on or about the 80th Jane. The J.-C.-J. Lijn str. Tjiliwong left Moji via Keelung and Amoy for this port on the 24th. June, and may be expected here on or about the

The E. & A. str. Empire from Sydney, &c. left Port Darwin on 17th June for Timor, Manila and this port,

STEAMERS PASSED THE CANAL May 31st-Benvenue. June 4th-Claverhill, Alderney, Konang Si, Langbank, Titan. Andree, Rickmers. 7th-Diomed, Simla Sumatra, Antilochus, 11th-Ambria, Benvorlich, 14th-Benalder, Satsuma, Tonkin, Bingo Mirre, Ville de la Ciotat. 18th-Clentochy. 21st-Saxonia, Sunda, Kintuck, Marcellus. 25th-Benclench, Idomeneus, Monmouthshire, Sambia, Ghazec, Puritan, Sarpedon, Tourane, Zieten, Schar fels.

ARRIVAL AT HOME. June 26th-Belgravia, Atholl, Persia, Bayern. Sibirien, Tamba Maru.

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